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## BIRTHS.

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On September 23rd, at Shanghai, the wife of W. AYO, of a daughter.

On September 23rd, at Shanghai, the wife of R. W. THOMAS, of a daughter.

## MARRIAGE.

On September 24th, at Shanghai, OWEN LEWIS LEWIS, and GERTRUDE MARGARET HORNE D. MONTENY.

CHONGHONG OFFICE: 10A, DES VIGUE ROAD  
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The Daily Press.

HONGKONG, OCTOBER 1st, 1907.

FOUNDED ON October 1st 1857 as a daily newspaper—the first newspaper to make a daily appearance in the East—the Hongkong Daily Press to-day attains its Jubilee. Looking backward over the history of the past fifty years we may well claim that it forms an era in the history of the world, with which no similar period of time can compare in richness of achievement, commercial, political and scientific. Especially interesting and remarkable are the commercial and political developments in Asia during the past fifty years. When we take a bird's-eye view of the half-century's events in the Far East, we begin by witnessing the persistent efforts of China and Japan to close their doors against the commerce and the friendship of the Western "barbarians." Fourteen years before the Daily Press made its appearance China had seemingly been brought by British Military operations to revise her estimate of the Western nations, and a Treaty was signed at Nanking in 1843 granting to British subjects the right to reside for the purpose of carrying on their mercantile pursuits without molestation or restraint at the ports of Canton, Amoy,

Foochow, Ningpo, and Shanghai, and also confirming the cession of Hongkong in perpetuity to Great Britain as a place whereat British subjects might "caroon and roft their ships when required, and keep stores for that purpose." Driven by threats of annihilation from Canton and Macao, the British merchants had sought a refuge on the island of Hongkong, nearly four years before, and when retribution followed, an Imperial Commissioner ceded the Island to the British Crown the British flag being hoisted on the peak in January 1841. But as the reader knows, that agreement was repudiated by the Emperor of China, and in like manner the Treaty engagements solemnly entered into at Nanking (were also) studiously ignored, the provincial Chinese authorities, secretly directed no doubt by the Court, manifesting a determination to make the Treaty ineffective.

That was the position of affairs in 1857. Two further military expeditions were necessary before the Chinese Government was brought to understand the binding nature of its agreement with the Powers. When the Daily Press made its first appearance Hongkong was showing its value as a naval and military base. Preparations were in progress for the military operations which resulted in the Tientsin Treaty of 1858 whereby the Treaty of Nanking was "renewed and confirmed," and many further concessions, granted, including the right to appoint a British Minister to the Court at Peking, the opening of the Yangtze river to foreign trade and the addition of Newchwang, Chefoo, Formosa, Swatow and Hainan to the list of places open to international commerce. But no sooner had the expedition quitted Tientsin than it became plainly apparent that the Chinese Government never intended to carry out the terms of the Treaty if they could avoid it. When Lord Elgin was proceeding to Peking to exchange ratifications, his ships were fired upon by the garrison at Taku. In consequence the Taku forts were taken, and an Anglo-French expedition went to Peking. The Emperor fled from the capital and as a retributive act of justice the "Summer Palace" was burnt to the ground by the allies. A convention of peace was signed by Lord Elgin at Peking embodying an expression of the Emperor of China's deep regret at the "misunderstanding" which occurred at Taku. The Chinese Government consented to pay to the British an indemnity of eight million taels, two for the indemnification of the British mercantile community at Canton, for losses sustained by them, and the remaining six millions for the liquidation of war expenses incurred through the bad faith and insolence of the Chinese Government. Another provision of this Treaty was the absolute cession to the British crown of the territory at Kowloon which not long before had been acquired on perpetual lease. One other clause, regarded by the Chinese perhaps as even more humiliating than the others, contained the provision that Her Britannic Majesty's Representative in China would henceforth reside, permanently or occasionally at Peking, as Her Britannic Majesty should be pleased to decide. From this time onward commerce has proceeded without serious interruption and has developed enormously. The foreign trade of China coming under the supervision of the Imperial Maritime Customs now amounts annually to over one hundred million pounds sterling and China derives from it a revenue of about thirty-five million taels.

Though the Treaties with China ostensibly established a friendship with the Western Powers there was no approach to friendship until about 1875 when China announced her intention to establish Missions and Consulates abroad. China invoked the aid of European Powers for the first time to secure the retrocession of the Liaotung peninsula which the Japanese had occupied in the war with China which broke out in 1894 in consequence of disputes regarding the independence of Korea, and ended in 1896 with the signing of the Treaty of Shimonoseki. Since the Peking Treaty was concluded no decade has been crowded with events of such momentous import as the last. Following the conclusion of the Japan-China war we witness in the panorama of events, a scramble by the Western Powers for territory, for spheres of influence and for railway concessions in China. Germany seizes Kiaochow and obtains from China a lease of territory, Russia secures a usufruct of Port Arthur and Great Britain, to preserve the balance of power, leases Wei-hai-wei. Thereafter comes the scramble for railway concessions, in which Great Britain, Germany, France,

America, and Belgium each secure important interests in China. The era of reform seemed suddenly to have dawned, but the cloud of the Boxer rebellion quickly came over the scene. Once again military intervention was necessary to protect the lives and property of foreigners in the very capital of the Empire, and we have the unique spectacle of the armies of many nations marching under the command of a single Generalissimo to Peking to exact retribution from the Chinese Government. The last great scene of all in the panorama of the last half century in China is the sanguinary war between Russia and Japan on Chinese territory. The astonishing completeness of the success achieved by Japan has changed the aspect of Eastern politics. England's offensive and defensive alliance with the island-empire of the East guarantees peace in Asia and leaves all nations free to prosecute here the less sanguinary wars of commerce and industry. China has a very long way yet to go before her claims to admission to the comity of nations can be admitted, but the educational movement now abundantly in evidence in China, the establishment of railway communication in every part of this vast Empire, facilitating trade and commerce, inaugurates an era in the history of China which in the course of another half century will be fraught with results, not only to the Chinese nation itself but to the entire world, which we may leave the reader to himself forecast.

When we turn to Japan and view fifty years of progress there, we see much more rapid development. Japan was not really opened to foreign trade until 1858. Commodore Perry signed a preliminary treaty of commerce between the United States and Japan in 1854, and similar treaties with European powers followed, granting foreigners the right to reside and trade without molestation at Yokohama, Hiogo, Nagasaki, and Hakodate, but the early history of foreign intercourse was very similar in Japan to what it had been in China. In 1863 there was an attempt on the part of the Feudal lords to close the Strait of Shimonoseki against the passage of foreign ships. A joint foreign naval expedition to the Strait resulted and the Japanese forts were bombarded and silenced. Two years later the Emperor at Kyoto accepted the commercial treaties which had been made by the Shogun at Yedo, and since the accession of the present Emperor, the history of Japan is an uninterrupted story of efforts to assimilate the Western arts and sciences and to bring herself in complete accord with Western nations in every department of public life. How magnificently she has succeeded in so short a period it is not necessary for us to dilate upon for the story of Japan is more or less familiar to every reader. Possessing, as she has done all along, leaders of commanding ability like Marquis Ito, Count Okuma and scores of others who could be mentioned, an intellectual influence has been exercised over the minds of the people inspiring even the humblest with ideals of national power and industrial and commercial advancement. The newspaper press has been a powerful factor in this connection. Though like China, Japan had no newspapers until Englishmen introduced them. There are now in Japan upwards of a thousand vernacular papers published daily, while in China we doubt whether throughout the length and breadth of the land more than fifty daily newspapers can yet be counted. In shipbuilding, engineering, cotton weaving, and sugar refining Japan is continuing her marvellous story of progress. The end of the half century sees Japan building in her own shipbuilding yards battleships of 19,000 tons displacement, and passenger liners of 13,500 tons which compare favourably in their construction with the ships built in the shipyards of her Western tutors. At the present time Japan possesses a mercantile fleet of about 1500 steamers with a capacity in the aggregate of 1,000,000 tons, and her naval fleet mulls fourth or fifth in the list of the world's navies.

Coming southward again we note the change of ownership of the island of Formosa from the Chinese to the Japanese as one of the spoils of the war of 1894-5; and still further southward we witness the passing of the Philippines, also as the result of war, from the sovereignty of the Spanish to the more benevolent control of the United States whose Government has lavished money freely on works of public improvement in the islands, and notably on the education of the people, with the idea of helping them to rise in the scale of civilization and of capacity for self-government, hoping in the end that they will be able to stand, if not entirely alone, yet in some relation to the United States as Cuba now stands.

In Siam the main feature of the past half century has been the settlement of the land between the present King and his brother by the diplomatic arbitration of a late

General Sir Andrew Clarke, and the peaceful development of the country since largely along western lines. Further southward we have to note the grand achievement of the federation of the Malay States, the prosperous development of Singapore, and the establishment of a British Protectorate over the territories of Sarawak, Brunei and British North Borneo.

The last fifty years embrace to the successful efforts of the French to enlarge their empire in Asia. It is nearly a century and a quarter since France first sought to create a dependency in Asia as a counterweight to British India. In 1787 Louis XVI. obtained for France a number of commercial and political privileges in Cochinchina in exchange for assistance given in establishing on the Throne the rightful king of the territory who subsequently conquered and added to his domains the province of Annam. Thereafter the French scheme of empire-building dropped out of sight until when a treaty was signed at Saigon conferring the southern provinces of Bien-Hoa, Gio-Dinh, and Dinh-Tuong with the island of Condor to the French. In 1874 a treaty was concluded at Saigon with the King of Annam by which the King recognised the sovereignty of France over all the territories occupied by her. The Tonkin-Yamen immediately on the terms of the Treaty becoming known to them took strong exception to it. Annam was a dependency of China, and the right of the King to make a treaty without the sanction of his suzerain was strenuously repudiated. France refused to acknowledge the right of China to interfere in the matter and the two countries were brought to the verge of war. China, however, was not prepared for further overt menaces than formal protests, but there is little doubt that the Chinese government secretly assisted with money marauding expeditions of the Black Flags from the mountain frontier between China and Tonkin. Their success against the French encouraged the King of Annam (who had lost no opportunity during the whole course of the dispute in emphasising his dependence upon China) to declare war against the French. The result was the French occupation of Hue, and the placing of a protégé of France upon the Throne with a French Resident to guide his policy. Annam again yielded by formal treaty her independence into French hands. Further military operations succeeded the announcement as a result of China's hostility to the treaty, but in 1884 a convention was signed by which China undertook to respect the treaties concluded between France and the King of Annam in exchange for an undertaking by France to protect against all aggression the Southern frontiers of China and Tonkin. Since then France has been peacefully developing these territories, but though great expectations are formed of their future now that railways are spreading in all directions, the benefit of the colonies to France up to the present time has not been strikingly manifested.

The beginning of the half century under review saw the Portuguese settlement of Macao—the oldest foreign settlement on the China coast—in the hey-day of its prosperity. At the close we view it as a relic of the historic past rather than as an important centre of trade. It has not ceased to be a self-supporting Colony—it is even a profitable colony to the Mother Country, since it derives from the gambling monopolies which give to it the character and description of a Monte Carlo of East, an annual revenue largely in excess of its expenditure.

We have yet to comment upon the growth of the Colony of Hongkong. We have touched briefly on its acquisition; and we cannot illustrate its marvellous development better than by contrasting the statistics of 1857 with those of 1907. In 1857 the population of Hongkong was: Whites 10,000, Coloured 75,683. (In 1841 when the Island was ceded to Great Britain the Chinese population was ascertained to be 5,650). The population of the Colony according to the census of November 1906 was: non-Chinese civil population 10,981; Chinese land population 233,251, and the floating population 45,582. In 1857 the number of ships entered was 1070 of a total tonnage of 541,063. Now the number of ships entering the port every year averages about 20,000 and the aggregate tonnage exceeds ten millions, placing Hongkong in this respect above every other port in the world. The revenue of the Colony has advanced in fifty years from \$58,842 to \$6,526,144, exclusive of land sales, and the Colony has, in short, developed into a great distributing centre for international trade with China estimated to approximate to the figure of 200,000,000 sterling a year.

Imperfect as a sketch of the events of fifty years must be when compressed within the limits of a leading article, what we have written will sufficiently serve to show

broadly what has been accomplished. The immediate future is pregnant with great possibilities in Asia. China at last seems to have definitely entered upon the paths of progress. The success of her neighbour Japan which she affected to despise but little more than ten years ago has manifestly opened the eyes of China's leading statesmen to the effete condition of the celestial empire, and it is a remarkable sign of penitence and a pledge of reform when we read in Imperial Edicts a frank acknowledgement of the superiority of Western institutions and methods of government. The heaven of reform is clearly working in China, and what the next fifty years may hold for this vast empire and for the world at large as a result of the awakening of China, we would be a bold man who would attempt a prediction. But the signs and portents at the present time certainly point strongly to an era of reformation, and that the lines adopted by the Chinese will be followed. When the next half century will be chronicled in the case of China as a change as the last fifty years was in Japan.

A Bombay journal has published a photograph of the Hongkong Parakeet Cuckoo.

M. Yacolew, the Russian Consul-General at Jerusalem, has been appointed Russian Minister Resident in Siam.

It is reported from Peking that a sum of Tl. 200,000 has been drawn from the treasury of the Kiangsu Customs for the purpose of purchasing a cruiser for Kiangsu.

At the instance of Inspector McHardy a native was presented for selling Saupai lottery tickets, and Mr. Melbourne ordered him to pay a fine of \$5 or go to jail for one month.

The President of the Society, H.R.H. The Princess Louise, Duchess of Argyll, has notified the Council that his Majesty The King has become Patron of The Royal Drawing Society.

At a recent Grand Council meeting, H. E. Yuan Shih-kai urged the Empress Dowager to re-employ ex-Viceroy Tsen Ch'un-huan [Shun], but her Majesty promptly declined to receive the suggestion.

There was no further outbreak of plague last week, so the totals stand at 229 cases, 221 deaths. Other communicable diseases were confined to a Chinese case of smallpox, and one American case of enteric fever, imported from Canton.

It is stated that H.E. Li Hui-huan is to be appointed Postmaster-General of the I. P. O., and that he is to join Sir Robert Hart in extending the new conditions throughout the Empire. In this connection it has been decided to abolish the Imperial couriers of the provinces.

A Portsmouth correspondent states that the eight 12-pounders of the Bowick, armoured cruiser of the Home Fleet, during the light quick-firing gunnery test, averaged eight hits per minute; the best achievement not being that of a gun which fired nine rounds in 45secs. and scored nine hits.

There may be under the sun a new thing or two, but the opinion of the oft quoted pessimist, but "the awakening of China" is not one of them. On September 26th 1857 our Shanghai contemporary said "the hour of awakening is at hand." The clock seems to have stopped for fifty years, as the hour of awakening is still on the point of striking.

A late telegram from Sydney states that Sir John Forrest, Minister for Finance of the Australian Commonwealth, resigned on August 30. Later the following alterations were made in the organisation of the Cabinet: Sir William Lyne, Minister for Trade and Customs, was appointed Minister for the Treasury; Mr. Austin Chapman, Postmaster-General, to be Minister for Trade and Customs; and Mr. Samuel Morgan, honorary Minister of State without portfolio, to be Postmaster-General.

Zen Ah-poon refused to marry her betrothed at Hangchow, so her adopted father promptly sold her to a man of his own choice in Shanghai. On September 26th the girl told the Mixed Court magistrate that she was born at Hangchow, but her parents were dead. They had betrothed her to a man to whom she objected. Her adopted father brought her to Shanghai and sold her. The case was remanded until the adopted father could appear, the girl being meanwhile sent to the "Door of Hope."

A recent telegram from Japan conveyed the news that Messrs. Dennison and Stevens had been rewarded; Japan papers state more fully that Mr. Dennison, of the Tokyo Foreign Department, has been presented by the Emperor with the sum of ¥10,000 and the Grand Cordon of the Rising Sun, with the First Class Order of Merit, which carries with it a pension of ¥344 in recognition of his meritorious services during the late war. A sum of ¥10,000 has also been granted to Mr. Stevens for his services in Korea during the same period.

Before Mr. C. D. Melbourne at the Police Court yesterday Inspector McHardy prosecuted a coolie for cutting and wounding his overseer. Evidence showed that a number of coolies were procuring water from a street hydrant at Yau-mai, the defendant being among the number. When the overseer scolded him for not taking the turn at the hydrant, and remarked that he would have to stop his pay if he was not more energetic, the coolie immediately left his work, returning shortly with a chopper. Without warning he rushed on the overseer with the weapon, inflicting a wound on the shoulder and another on one of his legs, the second gash severing an artery. When the case was proved His Worship sentenced the defendant to fifteen days imprisonment.

The Kent, cruiser, was to pay off at Colon and recommission for further service on the China station. The Amphitrite, cruiser, is being out of the new crew which will be made up of the nucleus crew of the ship and drafts from Devonport. On recommissioning, the Kent will become a Devonport ship for manning and other purposes.

Popular belief as to the successful candidate in the forthcoming U. S. presidential election lies between Mr. Taft and Mr. Hughes. Taft generally hoped that Mr. Taft will be elected President and Mr. Hughes Vice-President. Recently 520 senators and journalists belonging to the Republican party conducted a trial election, and 390 votes were given for Mr. Taft and 218 for Mr. Hughes.

Messrs. Vickers, Sons, and Maxim are now engaged in the construction of two submarines for the Japanese Navy. They are in their main features similar to the "C" class, built by the Barrow firm for the British Admiralty, and each have two torpedoes, tubes forward. The same firm have also constructed the 12in. gun for the Bellerophon and the Temeraire, battleships of the Dreadnought class, recently launched at the Government dockyards.

H. E. Shang Chih-kang, Provincial Treasurer of Fokien, and one of the Five Travelling Commissioners in 1906, has memorialized the Throne strongly urging the necessity of allowing full liberty to the Press to criticize and discuss public affairs, so that those in power may know the feelings and opinions of the masses. This is one of the foundations of national strength, and it will be unwise to introduce methods of further muzzling the Press.

Owing to a constitutional crisis, the Parliament of Cape Colony has been dissolved. Dr. Jameson, the Premier, declares that the conflict between the two Houses renders the transaction of the country's business impossible. A general election is to follow, the new Parliament meeting on March 31. Three millions sterling have been voted for the expenditure required in the meantime. Possibly, the newly enfranchised Dutch voters will turn the scale against Dr. Jameson's Ministry, making South Africa politically Dutch as far north as South Rhodesia.

A point which was missed by most of the chroniclers of the luncheon at Marlborough was the decoration of M. Clemenceau by King Edward. According to a trustworthy account, His Majesty twitted the French Prime Minister for paying a visit with no ribbon or blossom in his buttonhole, and thereupon took a flower from the luncheon table, and pinned it in his guest's coat. The flower chosen was a white carnation, and Frenchmen will now be able to discern whether the King's choice was deliberate or otherwise, for the "coilet blanc" has special significance in France. It is the flower of the Royalists, and to make M. Clemenceau wear the Royalist badge was a masterpiece of royal wit if really intentional.

It is a coincidence worth mentioning in our Jubilee issue that a conspicuous figure in Hongkong in 1857 was Colonel Lugard, R.E., at uncle of our present Governor, His Excellency Sir Frederick Lugard. Colonel Lugard was in command of the Engineers in the Expedition of 1857, but did not live to take part in the attack on Canton. He died in Hongkong in December 1st and was buried on the 3rd with all military honours "in the cemetery hardly the race-course." Mr. Wingrove Cooke, the Times correspondent, wrote: "It was an imposing spectacle, for all the officers of all the European nations now present in Hongkong followed in long procession the gun carriages on which he was borne to his grave. Many of those present not only knew him as an officer, whose loss at this critical moment is disastrous to the public service, but loved him as a man. I was one of those who moaned to think we shall hear no more his frank hearty laugh and receive no more his manly, soldier-like greeting. Poor Lugard was a victim to hard work in this treacherous climate. He had much to do with small materials to work with. He was a leader without soldiers. He had to form and fashion a corps of engineers and sappers and miners out of troops of the line. His labour was incessant, and he paid the penalty which these trying Hongkong heats almost always exact for over exertion."

About two years ago a scheme was submitted to the government on behalf of a foreign syndicate for boring a tunnel through Victoria Peak with a view to developing the other side of the island as a residential district. It was not a new idea and we may appropriately mention in the present issue that the suggestion occurs facetiously in a letter to the Times written from Hongkong fifty years ago. Curiously enough it is associated with the name of a relative of our present Governor. Here is the extract from a letter written by Mr. Wingrove Cooke: "Colonel Lugard is meditating deep thoughts about mysteries which I attempt not to fathom; for Colonel Lugard is the head of the Engineers. I wish he would think it necessary for some military purpose to drive a tunnel through this Victoria mountain and let in the south-west monsoon." Mr. Cooke however, thought a more practicable thing would be to take possession of the opposite peninsula of Kowloon. "It is quite incomprehensible that this has not been done. If any other power should do so—and what is to prevent them?—the harbour of Hongkong is lost to us." History reveals that this was patent to the authorities and especially to the late Sir Harry Parkes (then in the Consular service) to whose foresight, diplomacy and indomitable energy we are largely indebted for its acquisition. As an esteemed correspondent pointed out in the Daily Press three or four years ago, it is remarkable in a Colony which has done so much in the way of street nomenclature to perpetuate the names of men who have been conspicuously identified with its history, that there is not a single memorial worth the name in Hongkong to the distinguished man to whom the Colony in its early days owed so much.



## TELEGRAMS.

[REUTERS'S SERVICE.]

## CANADA AND THE JAPANESE TREATY.

LONDON, September 28th.

Sir Wilfrid Laurier in his speech at Toronto explained that Canada became a party to the Japanese treaty because she thought that Japan had prohibited general emigration, especially towards Canada.

[N.C. Daily News Service.]

## THE MUKDEN CONFLICT.

Tokyo, September 25th.

Viceroy Hsu Shih-chang will leave Mukden for Peking on the 28th instant. He has accepted the Japanese demands in connection with the recent attack upon Japanese by Chinese police. The demands include an indemnity to the sufferers, the dismissal of the chief police officer concerned and the partial disarming of policemen.

## THE BOUNDARY QUESTION.

Tokyo, September 25th.

Hs Shih-chang, Viceroy of Manchuria, has requested that the Japanese gendarmes be withdrawn from Kuantung. He has ordered three companies of infantry and some cavalry to proceed to Kuantung and make investigations concerning the boundary.

## CHOLERA AT PORT ARTHUR.

Tokyo, September 25th.

Outbreaks of cholera are increasing at Port Arthur. Commerce at that Port is, therefore, depressed.

## JAPANESE IN MANCHURIA.

Tokyo, September 26th.

Viceroy Hsu Shih-chang's entry into the Chinese Capital is delayed at Tokyo. The Chinese authorities at Changchun apologize for the recent collision with the Japanese and undertake to satisfy Japanese demands.

## ASIATIC LABOUR DEBATES AT OTTAWA.

Tokyo, September 26th.

Sir Wilfrid Laurier and Mr. Ishii, the Japanese Labour Commissioner, did not touch on indemnity or restriction of Japanese immigration, but discussed the effects that might be taken for prevention of riots and the maintenance of the existing treaty.

The Japanese Consul-General at Ottawa has since been discussing the indemnity with the Canadian Premier, but particulars are not settled.

At Tokyo the Foreign Office is appointing an extra official to supervise immigration affairs.

## ADSETTS.

AGAIN REMANDED.

There was a greater attendance of Europeans at the Police Court yesterday afternoon than has been the case for some considerable time, and long before the Magistrate took his seat all the available sitting accommodation was occupied; in fact, had the public not been requested to go to the rear of the Court there would have been no seats for solicitors or reporters. All appeared anxious to see the prisoner, and it was not long before he walked with a firm step into the dock, and stood quietly in a corner, apparently unconscious of the number of eyes which gazed upon him.

He entered the Court without collar or tie, but these were handed to him by Detective-Sergeant Sullivan and he put them on, taking his stand in the centre of the dock as Mr. C. D. Melbourne took his seat on the bench.

Mr. Morrell (Crown Solicitor) informed his Worship that Mr. R. Harding had been assigned a brief by the Government for the defence, subject to his costs being agreed. He did not know whether such costs had been agreed, and suggested a short adjournment.

Mr. Harding—I would like a short adjournment, your Worship.

His Worship—Will you be ready to go on to-morrow?

Mr. Morrell—Yes, your Worship.

His Worship—I'm sorry you didn't let me know before, Mr. Harding, because we have wanted a whole afternoon.

Mr. Morrell—I did not know a solicitor had been engaged for the defence.

His Worship—The case is remanded till 2 1/2 to-morrow (this afternoon).

## FIRES.

Considerable excitement was caused yesterday afternoon by a fire which broke out in an engine room at the Royal Dutch Petroleum Works. A quantity of oil was in this room, and with the first spark of ignition there was naturally a big blaze, and grave fears were entertained that the fire, before it could be controlled, would reach the oil tanks, which were not more than a hundred yards distant.

The outbreak was of brief duration, however, and although the fire brigade under Captain Lyons and Chief Inspector Baker were speedily on the scene, their services were not required. The damage caused to the engine room is estimated at \$200.

Fortunately the fire which occurred in a match in Queen's Road belonging to Messrs. Caldwell, Macgregor and Co. was noticed in good time, and though some alarm prevailed, preventive measures were speedily applied and the danger of the fire spreading was averted. Only the matchbox was destroyed and the loss did not amount to much.

Freighting at a meeting at Liverpool of the Associated Chambers of Commerce, Lord Brassey advocated the State ownership of railways, beginning with Ireland, and the employment of time-expired soldiers as a remedy for strikes. The approximate depreciation of the capital of the three principal English railways amounted during Sept. 10-17, to three and a quarter millions sterling.

## SUPREME COURT.

MONDAY, 30th SEPTEMBER.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

LEARNING THE ENGLISH CUSTOM.

In the case of Remigio Perez against H. Barley for \$63.50, the claim was for one month's rent and proportionate part of taxes due by defendant in respect of the second floor of the house No. 2 Glenale Road. Mr. E. J. Crist conducted the case for the plaintiff. Defendant was not in court when the case was called, but he appeared a few minutes later accompanied by a gentleman who was understood to be his interpreter, defendant being a Frenchman who said he could not speak English.

The interpreter explained that he was not the original interpreter who had failed defendant at the last moment, and he only attended the court to make that statement.

His Lordship—Is he going to speak English to-day?

A reply in the negative was given, and the interpreter was asked to act as interpreter for defendant.

Mr. Crist then asked the case for the plaintiff. The claim was for rent for the month of July or alternately for the month of August. Defendant occupied part of the house for the two months mentioned, but had only paid for one month.

His Lordship—Oh it is paid in advance. This receipt produced by the defendant is dated 31st July and is for the month of August. I thought it was for July.

Defendant, when asked what he had to say, denied that he owed the money and said that according to French custom the last receipt was all that he required to produce.

His Lordship—Tell him he must do it according to the English custom.

Mr. Crist—I take it he alleges he has paid the money.

His Lordship—Ask him if he has paid for July.

Defendant replied in the affirmative.

His Lordship—When?

Interpreter—He does not remember the date.

Mr. Crist stated that the two receipts were typed by plaintiff on one piece of paper and they were handed to his wife for her to collect the money. She handed the wrong receipt to defendant who only paid for one month.

Plaintiff and his wife in the witness box supported the statement of Mr. Crist, and defendant on oath declared that he did not owe the money.

His Lordship—I am perfectly certain the lady gave him the wrong receipt. Judgment will be for plaintiff with costs. If defendant is speaking truth he will have to pay twice.

## ENDANGERING PASSENGERS' LIVES.

A lance-corporal of the Royal Engineers appeared before Mr. P. A. Hazledar at the Police Court yesterday charged with behaving in a disorderly manner while drunk, and with interfering with a motorman on a tramcar in such a way as to endanger the lives of persons on board thereof. Evidence was given to the effect that defendant boarded Car No. 33 on Sunday afternoon, and made a disturbance with the conductor which necessitated the car being stopped. The conductor paid his fare of ten cents, and the car restarted, but defendant did not go fast enough for the defendant, who is alleged to have wanted to increase the speed going down a slope. The motorman stated that defendant turned the handle of the emergency brake, and the car suddenly stopped. Then he seized the controller handle and put the power on four points. The case was remanded to enable the defendant to call witnesses, and he was admitted to bail in the sum of \$5.

## THE LARSEE CRICKET CLUB.

The annual meeting of the Hongkong Larsee Cricket Club was held on Sunday, at the temporary Larsee Club premises.

Mr. A. B. Asias, the president of the Club was in the chair, and there were also present Messrs. P. J. Kangas, E. B. Cooper, R. K. Mehta, J. Ratanjee (committee member); Mr. C. B. Moravalla (Hon. Secretary); Messrs. H. Ratanjee, M. Bajarjee, B. D. Tata, J. J. Vasanias and others.

The CHAIRMAN read the annual report of the Cricket Club. The balance sheet showed a credit of \$408.71, although the expenditure was greater than the income, by a few dollars. The Club played ten matches, six won, one drawn, and three lost. The Chairman awarded a gold medal to Mr. J. J. Vasanias, presented by the president himself for the best average in batting, which Mr. Vasanias won with 35.8. In bowling Mr. F. J. Kangas the captain of the Club came first, and Mr. D. R. Captain, the second. Mr. H. N. Mody presented a handsome donation for refreshments given at Cricket matches.

Messrs. A. B. Asias, the president, and H. Ratanjee promised to give prizes for the ensuing season, for the best bowling and batting analysis.

The following office bearers were elected for the year:—Mr. A. B. Asias (President), Mr. F. J. Kangas (Captain); Mr. B. K. Mehta (Vice Captain); Mr. C. Moravalla (Hon. Secretary), and Messrs. R. B. Cooper, J. J. Vasanias, and J. H. Patonji (Committee).

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. He-Specialties for the Skin are the study of a lifetime. A. & Watson & Co., Ltd., Sole Agents 654

## HONGKONG CRICKET CLUB.

The annual meeting of the Hongkong Cricket Club was held in the Pavilion last evening. Mr. F. Maitland presided, and there were also present Hon. Dr. Atkinson, Messrs. R. Hancock, W. C. D. Turner and T. C. Gray, members of committee, Captain H. E. Stanger, Leathes, I.M.S., Lieut. J. M. C. Taylor, 11th Infantry, Lieut. E. W. Isaacson, R.N., Messrs. A. Mackenzie, F. A. Bam, F. J. Golethorpe, H. I. Garrett, H. A. Lammert, A. E. Asger, F. Lammert, E. M. Hazledar, E. A. Fowler, W. F. F. Swan, A. R. Sutherland, C. B. Franklin and R. Pastonji.

The CHAIRMAN said—Gentlemen, The report and accounts have been in your hands for a few days and I will take them as read. They are very clear and full, and for your information comparisons of receipts and expenditures with the previous year have been detailed therein. Your Committee regret that they are not able to redeem any debtors.

The chief reason being the large falling of subscriptions, which show a reduction of \$1,722.50 as compared with 1906-5 season. There is also a serious loss in the Request Court (\$776.33) and if more support is not given to the game by members in the future, your Committee will have to consider whether or not it is worth while to run the courts in connection with the Cricket Club. I hope you will all do what you can to secure new members, and the incoming Committee have to economize as much as possible in order that we may be in a position to pay off some of the Debentures before the next accounts are laid before you. It has been suggested that a ball and possibly a fete be held in the winter to help the Club funds. You will be pleased to hear that Shanghai have accepted our invitation to send a team down in November and we are hoping that the Straits will also send an eleven. I am sure we will all do our best to give them a good time and we trust that our representatives will give them a good beating. Several Tennis players have requested that the annual tournament should start before 1st April next. Should the interest in Cricket slacken off by early March, possibly a start could be made with the Tennis by 15th.

Major, but it must always be kept in mind that Cricket comes first. The congratulations of the Club are due to Mr. T. E. Pearce on his batting average of 41.20, and to Mr. T. Searon Smith on his bowling analysis of 10.77. Mr. Smith, our late president, has played regularly on this ground for over 20 years and his recent success with the ball is especially gratifying. In conclusion I would say that I have heard it remarked by certain sportsmen that too much time is taken up with games nowadays, with the result that we are losing our commerce. Surely this is a fallacy, as a certain amount of time spent in healthy exercise should tend to make a man more alert and useful in the office, and I hope that all sportsmen will do their best to facilitate the getting away of their employees more particularly when important Cricket matches are in progress. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions thereon to the best of my ability.

No questions were asked, and the CHAIRMAN moved the adoption of the report and accounts as presented.

Mr. MACKENZIE seconded the motion, which was carried unanimously.

Dr. ATKINSON proposed that Mr. Maitland be elected president for the coming season. His cricket prowess was well known to all. For three years he held the best average as batsman, and he also held the highest bowling average, 2.4 an innings. All members knew his business capacities, and he trusted that the new president would be able to assist them out of their present financial difficulties (hear, hear).

Mr. H. A. LAMBERT seconded the motion, and it was carried nem con.

Mr. MAITLAND, in returning thanks, said he would do all he possibly could for the Club.

The next business was the election of a committee, and while a ballot was being taken the CHAIRMAN, who had just received a letter, said he was sorry to say they had not yet heard from the Straits with regard to the interprovincial cricket match. Shanghai had sent a letter and asked the Club to fix dates. They would have to wire to the Straits, but he did not anticipate a favourable reply, as he had received a letter from a gentleman from Singapore in which it was stated that they would have great difficulty in getting a team together. He hoped, however, that they would come.

The result of a ballot for the committee was as follows:—Mr. F. Maitland, Hon. Dr. Atkinson, Major H. E. Lewis, Lieut. E. W. Isaacson, Messrs. T. C. Gray, H. Hancock, H. R. Phelps and W. C. D. Turner.

This was all the business and the meeting concluded with a vote of thanks to the Chairman.

The Consul at Chinkiang some little time since interested leading Chinese in a scheme calculated to develop a portion of that locality and involving the employment of a certain class of machinery. Application was made by this Consulate to the Board of Trade, which notified the British firms interested. All the firms but one contented themselves with despatching catalogues and price lists to Chinkiang, the exception also notified its agent in Shanghai, and he—a Japanese gentleman—paid a special visit to Chinkiang to make inquiries on the spot. After inspecting catalogues, however, the Chinese preferred the goods of another British firm, but required expert explanation, and it was not until after telegraphing to England that the Chinkiang Consulate was able to locate the selected firm's correspondent in China—six months after the firm in question had been notified by the Board of Trade of the inquiry.

## ROYAL HONGKONG YACHT CLUB.

The third annual meeting of the members of the above club was held yesterday in the City Hall. There was a good attendance which was presided over by the Hon. Mr. May.

The CHAIRMAN said they would notice in the report a suggestion that the best thanks of the club be offered to Mr. Percy Smith for his services as secretary and treasurer, and for the donation of a cup. He thought the Club was very grateful to Mr. Smith for the work he had done for them, and they appreciated his generous gift of that handsome cup which would be a source of envy to all of them until it was won by one of them (applause).

The general committee also suggested that the Club's appreciation of the services of Mr. Cruikshank as captain and specially in designing the construction of the new boat, be recorded. They looked to the acquisition of those new boats to revive interest in rowing.

The first of the north east monsoon had been piping through the Lyceum Pass that morning, bringing hope to the hearts of yachtsmen and rowing courage in all of them. And it would require all the encouragement the nor-easter could give them to put the Club on a really sound basis. He was sorry to say that their membership had dwindled down to 208. Just before the amalgamation the Yacht Club had 72 members and the Boat Club had somewhat in the neighbourhood of 300. That was a big loss to the Club. He believed the increased subscription was frightening away some of them, but he felt confident that when their new club house which was rearing its stately head at North Point was completed, it would prove a great attraction to Yachtsmen and oarsmen, and they might hope to see the Club in a thoroughly satisfactory state as regarded membership. He hoped one of them, whether yachtsmen or oarsmen, would do their best to induce others to join. They ought to put their shoulder to the wheel and get all the young men who came out to the Colony to take an interest in what was really one of Great Britain's premier sports. They hoped to have a new clubhouse open some time in the beginning of the year.

The Hon. Mr. May was re-elected commodore; Commodore Stokes, R.N., Hon. Mr. Keewick, Hon. Mr. Pollock, Messrs. H. W. Bird, H. P. Tucker, H. J. Walker were appointed members of the Yacht Committee; and Messrs. F. A. Bideau, H. Brice, F. W. Carpenter, F. W. Warren, C. H. Blason and Bublenger were elected to the Rowing Committee. The Chairman commented in terms of pleasure at the inclusion of a German in the committee, as the men of that nationality took a great interest in sport. Messrs. Blason and Smith were appointed auditors.

A vote of thanks was accorded to Mr. Franklin, who had undertaken the duties of secretary for his services to the Club.

The CHAIRMAN alluded to the regatta and explained that Sir Matthew Nathan had presented a cup for rowing, to form the nucleus of the Hongkong Regatta. Only one regatta had been held and the typhoon by destroying all the boats had made it impossible to hold another since. All the original members of the committee remained, and on the suggestion of Mr. Warren he had approached His Excellency with a view to his becoming a patron for the regatta. The Governor had agreed to do so and had suggested that a committee elected by the V. R. C. and the Yacht Club should be elected to manage the regatta. If members approved of the suggestion the general committee would elect three of its members to act with three from the V. R. C.

Approved.

A vote of thanks to the Chairman concluded the proceedings.

## HIGHWAY ROBBERY.

Last week an old Chinese, by name Chan Wing, who was fatigued after a lengthy walk, sat down to rest on the roadside in Hospital Street. While sitting with his hand under his chin three men approached him, and observing a gold-mounted watch on his arm, decided to steal it. One of the men approached him from the rear and seized him by the throat; the second secured his legs, while the third pulled the handle off his arm, and then all the men decamped. The old man reported the occurrence at No. 7 Police Station, and as the result of inquiries made two men were arrested. They were charged before Mr. C. D. Melbourne at the Police Court yesterday, were found guilty on the evidence, and each was sentenced to six weeks' imprisonment with hard labour and four hours' stocks. The man who secured the handle had not yet been arrested, but the police traced the ornament to Yau-mai, and hope soon to capture the third offender.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 11.5 a.m.—The depression over the Pacific is still situated to the West of the Bonin Islands. It appears to be slowly recurring to the N.E.

Pressure has increased moderately to slightly in other areas. It is high over China to the North of the Yangtze, and relatively low over the middle part of the China Sea.

Fresh to strong N.E. winds may be expected in the Farman Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.8 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N.E. winds, fresh to fine.

Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Loochoo Same as No. 2.

South coast of China between Hongkong and Hainan Same as No. 2.

## THE FINEST SELECTION OF WHISKY ON THE MARKET.

Dunville's V.R.	1 doz. Bots.	F.O.S. Very Old Liqueur Our own bottling	\$18.00
Do. Special Liqueur	1 doz. Bots.	CLUB Our Special Blend	do. 14.0
Do. Reserve Liqueur	1 doz. Bots.	Specialty Selected	do. 13.50
		Choice Old Highland	do. 10.00
		Glenlivet	do. 8.50
		John Dwyer and Sons "Extra Special"	do. 15.50
		Do. "Special"	do. 14.00
		JAMES BUCHANAN & CO. "BLACK AND WHITE"	do. 16.00
		Teacher's Highland Cream "Sole Agents"	do. 15.00
		GOLD SEAL "Damp Bottles"	do. 10.50
		Red Seal	do. 9.00
		AMERICAN	
		CANADIAN CLUB, Hiram Walker & Sons, Ltd.	do. \$20.00
		"TAYLOR'S" O.F.C. Pure Rye Sole Agents	do. 20.00
		Fine Old Bourbon	do. 19.00
		Hayden's Bourbon	do. 20.00
		Wood, samples of which will be forwarded on application	

## H. PRICE &amp; CO. LTD.

12, QUEEN'S ROAD CENTRAL.

## FUNNELS AND FLAGS.

The American Consulate General received the following typhoon warning from the Manila Observatory at 8.30 a.m. yesterday:—"Sept. 30, 1907, 12.30 p.m.: typhoon now west of B. in Islands moving in a northerly direction probably tending to recurve N. E."

The Nishin Kisen Kaisha reports that owing to the recent disaster to the str. "Tafoo Maru," that vessel will be replaced by the str. "Taichi Maru" which will, in future, take up the regular service maintained by the former on the Yangtze.

The Leyland steamer "Nicaragua," posted at Lloyd's as missing, was a vessel of 3,645 tons built in 1891. The Nicaragua left Tampa on June 2 for Dublin, and since she passed Cape Henry on June 8 neither the vessel nor her crew have been heard of. She belonged to the fleet of the American "combine," and was uninsured in the London market.

In his report on the trade of Port Said and Suez Mr. Consul-General Cameron remarks that the navigable dimensions of the Suez Canal are now practically double what they were twenty years ago. The width of the canal on the water level is now 100 to 120 yards in the northern half and in the southern half 80 to 100 yards. On January 1, 1906, the tariff for laden ships was reduced to seven francs seventy-five centimes. The tonnage rate for passengers has never been changed. In 1906 3,975 vessels, of a net tonnage of 13,445,504 tons, passed through the Canal, as compared with 4,116 vessels of 13,134,105 tons in 1905. Of these 2,948 were merchant vessels, 888 mail steamers, and 138 warships and Government transport.

The transit receipts for 1906 amounted to 18,161,506 francs, as against 13,856,797 francs in 1905. Of the 3,975 vessels which passed through the Canal in 1906 2,233 were British. After the ratification of the treaty of peace between Russia and Japan nine Russian ships of war returned home, and large contracts were made for the repatriation of troops from Vladivostok. By the end of May 114,000 troops passed through the Canal in 62 transports, of which 28 were British ships and 11 were German. The total number of Russian troops thus repatriated during 1906 amounted to 127,000 officers and men. Sometimes as many as three large transports were in Port Said harbour together, with 8,000 men on board, but no unpleasant incident or case of misconduct occurred. No accident such as the stranding or collision of belligerent vessels is to be recorded in the last nine years, during the Spanish-American War, the Boer War, or the Russo-Japanese War. Last year a total of 359,616 passengers were carried through the Canal, and of these 221,258 are classified as military, upwards of 134,000 Russian soldiers being conveyed by that route.

The London Marine Insurance Market reports on August 27th as follows:—

Statements have been made very recently that an exceptionally large order for battleships and cruisers has been given by the Russian Government to north of England shipyards, and so far as part of the news is concerned underwriters have been able to believe it or not as they chose. Certainly the fact that Russia badly needs to rebuild her fleet adds weight to the statement. It is true that within the last few days very large insurances have been effected on warships to be built in the north, but these, it is reported, are for South American Government's. Particulars of the vessels may be of interest. Three new Brazilian battleships are to be built, two by Sir W. G. Armstrong, Whitworth, and Co. and one by Vickers, Sons, and Maxim. It is stated that the latter firm will supply the engines for all three vessels, which in one of them will probably be turbine. The value of each of the battleships when fully armed is put at about £1,800,000, while the insured value is £2,000,000. Two Argentine gunboats are contracted for, to be built by Armstrong's and engines by Vickers, which will cost about £300,000 each. Finally, two new Brazilian cruisers are to be constructed and fitted with turbine engines by the same companies, valued at about £330,000 each. The vessels are to be covered by the insurance policies while building and until they are delivered to the owners, the risks attendant on launching being included. It seems that the time limit in the case of the battleships and cruisers is two years and that of the gunboats 12 months. Of course no large indemnity as required by the builders of these vessels could not be secured without the co-operation of practically every one of any importance in the market.

The principal casualty of importance to-day is that of the steamer Asapulco, on the Pacific coast of America. The Asapulco, which is owned by the Pacific Mail Steamship Company, sank at her wharf at San Francisco. The steamer is of 1,572 tons, built in 1888, and valued at £35,000, of which account the owners retain a considerable proportion themselves.

The development of the mercantile marine and of the railway system of Japan have been two of the most important factors in the rapid industrial and commercial progress of that country, and it is, therefore, desirable that a careful note should be made of the conditions which affect them. The chief British Commercial Attaché at H. M. Embassy at Tokyo has applied interesting details of the subsidies given to Japanese shipping. General subsidies are given in respect of steamers flying abroad at least 1,000 tons and ten knots speed, and amount to 25 sen (6.1 per ton per 1,000 nautical miles, with increases for greater size and speed, and decreases for age, etc. The amount of such subsidies during 1906 was 152,301. Special subsidies are granted in respect of certain services to Australia, Chinese, Korean, and home ports amounting to 180,800. In 1906. Besides these,

## NO REST FROM BURNING HUMOUR

Painful Swellings Formed in Arms—Grand on Back—Itching Prevented Rest—Suffered Six Weeks and Became Run Down from Want of Sleep—Three Full Sets of

## CUTICURA REMEDIES ENTIRELY CURED HIM

"I had been troubled with swellings under the armpits and on the small of the back accompanied by a burning itch to such an extent that I got very little rest, day or night. This had been going on for six weeks or more and I had tried various soothing ointments, these, however, gave only temporary relief, and as I was getting run down from the want of rest, I decided to consult a doctor, but on nothing the Cuticura Remedies were advertised in the paper, I thought I would give them a trial. I used Cuticura Soap first, but this did not give the desired relief, then I tried Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills for three successive times. I am thankful to say that, though my trouble was painful and severe, my cure was complete within a month, and I in the future shall urge any one whom I come across afflicted with skin troubles to use Cuticura Remedies. I am now well and great good they have done me. I am never without a box of Cuticura Ointment in my home. Robert Beaton, 31, High St., Fort William, Dec. 6 and 12, 1906."

## CUTICURA

The Great Skin Cure and Purest and Sweetest of Emollients.

Cuticura Ointment is, beyond question, the most successful cure for itching, burning, and stinging humours, and scalp, including loss of hair, yet compounded, in proof of which a single anointing with Cuticura Ointment, preceded by a hot bath with Cuticura Soap, and followed in the severer cases by a dose of Cuticura Pills, is often sufficient to afford immediate relief in the most distressing forms of itching, burning, and scaly humours, eczemas, rashes, and irritations, permit rest and sleep, and point to speedy cure in the majority of cases, when all else fails.

A Single Set often Cures. Sold throughout the world. Depot: London, 27, Chancery Lane; N.Y., 15, Broadway; San Francisco, 15, California St.; Hong Kong, 15, Queen's Road Central; and all leading chemists and druggists.

There were special subsidies under somewhat different conditions for the European and American runs, amounting to 443,200, during 1906. This made a total of 785,800. There are also constructional subsidies paid both on the rails and engines; the amount of these during 1906 was 73,754. This sum, it is contended, is insufficient for the purpose, and may have to be supplemented. We have already given particulars of the arrangements for the nationalization of Japanese railways, and the commercial attaché now reports that the work is to be proceeded with gradually, the period during which seventeen of the railways are to be acquired being ten years. In 1905 there were thirty-eight private lines of railways, with a mileage of 3,268 and a capital of 27,529,000. It was decided as a beginning to take over during 1906 the following lines:—The Nippon-Kaiyō, the Hokkaido, the Kametani, the Kōtō, and the Nishinari. These lines have a total mileage (open) of 1,530, and a capital of 13,020,730, and the cost of building (including lines under construction) was 10,350,654. The purchase price of the above lines is put at 25,318,078, and to prevent any disturbance of the money market the purchase is to be made with five per cent bonds payable within five years of the purchase. The total cost of taking over all the seventeen lines is put at 45,985,254. According to returns for the year ending April 30, 1906, the net profit



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## NOTICE.

THE Interest and Responsibility of Messrs. J. C. DOS REMEDIOS and SAN PAK MIN in the Firm J. C. DOS REMEDIOS & CO., ceased on the 30th September, 1907.

J. C. DOS REMEDIOS & CO.  
Hongkong, 1st October, 1907. 1587

THE FIFTH and last MEETING of the Season will be held at the Happy Valley, on SATURDAY, 5th October, 1907, commencing at 3 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for events Nos. 3 and 5.

REGINALD F. C. MASTER,  
Hon. Sec. and Treasurer.  
Hongkong, 1st October, 1907. 1588

## FOR SALE.

TWO VALUABLE BUILDING SITES for Sale. Approximate Area 25,490 sq. ft. situated British Concession, Shamoon, Canton. For further particulars apply to "C."

Care of "Daily Press" Office.  
Hongkong, 1st October, 1907. 1589

## TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—HEWAN & CO.,  
Care of China Merchants S. N. Co.  
Hongkong, 1st October, 1907. 1590

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "POONA" FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th Oct. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any one warehouse.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

S.S. "YARRA" COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or via "Medco" and "Obavente" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Hills of Lading will be countermanded by the Undersigned. Goods remaining unclaimed after Monday, the 7th Oct., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Oct., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 7th Oct., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.  
Hongkong, 30th September, 1907. 1591

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT is now ready and contains:—

Epitome of the Week's News.  
Leading Articles.  
Mixed Moralities.  
Chinese Exports.  
The Kowloon Post Office.  
The Korean Boundary Dispute.  
The Colonial Office Re-shuffle.  
Bad Business.

Hongkong General Chamber of Commerce.  
Hongkong College of Medicine.  
Supreme Court.  
St. Andrew's Society.  
The Swatow Rebellion Case.  
Hongkong Cricket Club.  
Hongkong Cricket League.  
Kowloon Cricket Club.  
Graiginger Cricket Club.  
V.R.C. Athletic Club.  
Ho Kong Football Yacht Club.  
Water Polo Shield Competition.  
H.E. Wu Ping Fung.  
Steel Cruiser for China.  
Adverts.  
The Hongkong "Basket".  
Modern Education in China.  
Canton.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.  
Hongkong, 1st October, 1907.

## NEW ADVERTISEMENT

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MENA, NAPLES, LIGORNO and GENOVA, also VENICE and TRIESTE, all MEDITER-RANEA; ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "LEVANZO".  
Captain Crivone, will be despatched as above on FRIDAY, the 11th Oct., at NOON.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, 1st October, 1907. 4

THE SHANGHAI CLUB.  
Issue of Tails 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tails 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tails 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tails 96 per Tails 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three mow Five fan and the Club buildings and it is intended the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tails 1,000, Tails 500, or Tails 100, to suit convenience of applicants.

By Order of the Committee.  
C. G. CLOSE, Secretary.  
Shanghai Club.  
Hongkong, 6th August, 1907. 1365

HONGKONG AND SHANGHAI BANKING CORPORATION.  
NOTICE.  
INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND and FINAL CALL of 215 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October. For the HONGKONG & SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.  
Hongkong, 24th September, 1907. 1581

NOTICE.  
THE Undersigned have been appointed SOLE AGENTS for the KAM WING FAT Shop of Sandakan for the Sale of their Timber; and no other person or firm in Hongkong has any right or authority to deal their goods under any consideration whatever.

The following is the mark, which distinguishes the goods of the KAM WING FAT:—  
B. H. A. S. C. K. M. E.  
THE KUNG FAT YUEN,  
No 63, Bonham S Road East, Hongkong.  
Hongkong, 30th September, 1907. 1582

TENDERS.  
TENDERS are invited for the SUPPLY of H.M. NAVAL YARD of the under-mentioned TIMBER MATERIALS for one year from 18th October 1907, viz:—

TEAK  
AMERICAN FIR or TRICKSTUFF  
OREGON PINE SCANTLING  
CAMPHOR WOOD PLANK and BOARD  
HARDWOODS  
OREGON SPARS

Form of tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till noon on 7th proximo, should be sealed and addressed to the Commodore, H.M. Naval Yard.  
Hongkong, 27th September, 1907. 1576

EMPLOYMENT.  
WANTED by a Young Man with good references. A fast Typist with good knowledge of General Office work.  
Apply to INWANT,  
Care of "Daily Press" Office.  
Hongkong, 23rd September 1907 1548

YUET HAN RAILWAY CO., LTD.  
TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of:

MURRAY RED GUM  
RED MAHOGANY  
WHITE do.  
GREY BOX  
TALLOW WOOD  
BLACK BUTT  
WHITE STRINGY BARK  
RED do.  
TURPENTINE  
BLUE GUM

all in equal proportional quantities.  
Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.  
Price in Hongkong currency C.I.F. Wong-sha Railway Wharf, Canton.  
Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co's Head Office, Canton, MONDAY, the 14th October, 1907 at 2 P.M.

All Sleepers must be accompanied by a Government Certificate.  
All Tenders must be accompanied with 500 dollars.  
The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LD.  
Canton, 23rd August, 1907. 1418

ON SALE.  
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong 26th July 1907.

## INTIMATIONS

## CLUB GERMANIA.

## NOTICE.

THE DRAWING of 60 DEBENTURES of the CLUB GERMANIA, was held at the Club on Friday, the 27th inst., when the following Debentures were drawn for Redemption:

7	27	28	30	35	41	48	50
55	67	84	85	91	94	98	98
105	128	132	142	154	155	161	183
185	219	221	223	235	275	277	278
280	285	327	328	350	364	373	397
409	421	423	431	437	440	458	462
469	474	483	491	500	517	545	546
550	556	583	585				

and will be payable at the DEUTSCH ASIATISCHE BANK on and after MONDAY, the 30th September in exchange for surrender of same.

For the Committee,  
H. SCHUMACHER,  
Hon. Secretary.  
Hongkong, 30th September, 1907. 1584

THE SHANGHAI CLUB.  
Issue of Tails 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tails 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tails 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tails 96 per Tails 100 DEBENTURES and will be redeemable at par at the end of twenty years.

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Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tails 1,000, Tails 500, or Tails 100, to suit convenience of applicants.

By Order of the Committee.  
C. G. CLOSE, Secretary.  
Shanghai Club.  
Hongkong, 6th August, 1907. 1365

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK".  
A.T. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 613 "  
Width of Entrance on Bottom... 604 "  
Water on Blocks at Spring Tide 94 "

DOCK No. 1.  
Extreme Length... 592 feet.  
Length on Blocks... 583 "  
Width of Entrance on Top... 518 "  
Width of Entrance on Bottom... 517 "  
Water on Blocks at Spring Tide 71 "

DOCK No. 2.  
Extreme Length... 571 feet.  
Length on Blocks... 564 "  
Width of Entrance on Top... 518 "  
Width of Entrance on Bottom... 517 "  
Water on Blocks at Spring Tide 62 "

PATENT SLIP.  
Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" 710 TONS I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

## ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.  
Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
Hongkong, 18th August 1906. 29

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.  
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS 31st December, 1906: £17,837,113.

I. AUTHORIZED CAPITAL... £2,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
II. FUND... 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 27th April, 1907. 1461

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from THE OFFICIAL ADMINISTRATOR, to Sell by Public Auction,  
For Account of the Estate of the late Captain E. H. GRAINGER,  
TO-DAY (TUESDAY)  
the 1st October, 1907, at NOON, at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,  
THE GOODS and CHATELAINS of the above-named deceased.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 30th September, 1907. 1585

MR. GEO. P. LAMMERT has received instructions from the Undersigned to sell by Public Auction,  
TO-DAY (TUESDAY)  
the 1st October, 1907, at 3 P.M., at the Rooms, Duddell Street,  
THE FOLLOWING:  
VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

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Solicitor for the Mortgagee, or to  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 14th September, 1907. 1507

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Hongkong, 25th September, 1907. 1569

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INLAND LOT No. 1705.  
SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).  
The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.  
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GODDARD & BARLOW, Solicitors,  
10, Queen's Road Central.  
Hongkong, 12th September 1907. 1494

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Hongkong, 4th October, 1907.

## THE EVOLUTION OF HONGKONG.

[Written for the Daily Press.]

As a Colony Hongkong had its natal day on the 26th of January, 1841, when the Union Jack was officially raised on the spur forming the western boundary of Taipingshan, as well as on the Peak. This was in accordance with a circular issued six days previously by Cpt. Charles Elliott, Her Majesty's Plenipotentiary, in forming all British subjects that arrangements had been made between him and the Imperial Chinese Commissioner Kishi that the Island and Harbour were ceded to the British Crown, but that all just charges and duties to the Empire upon the commerce carried on there would be paid as if the trade were conducted at Whampoa.

The hoisting of the flag was, however, only the penultimate act of a long series of events, which may be said to have commenced as long ago as the year 1635, when the ship *London* despatched by the East India Company arrived in the month of July at Macao. Prior to this the Company had traded with Japan, where on the island of Hirado near the O-to Islands it had established a factory. It had also made attempts to open a trade at Amoy, but had met with but little success. The time was not propitious; at home the country was in the throes of revolution, and in China the Ming dynasty was falling, the present Manchurian rulers were rapidly consolidating their power, and the entire coast was in a state of turmoil.

Up to this time the Portuguese had been the only European nation who had any established trade with China. In 1622 the Dutch had attempted to wrest from them the monopoly of the trade, and had attacked the Portuguese settlement at Macao, but had been repulsed. The Dutch then attempted to found a station of their own in Taiwan in Formosa, and for a little time were successful; but intrigues and divided counsels, and want of support from headquarters in Batavia, as well as the growing strength of the pirate Koxinga, afterwards taken into the service of the new Manchu Dynasty, in the end had their effect in crushing out the Dutch. An agreement had been meanwhile come to between the English and Dutch to trade in common, but the Dutch, it was complained, did not fairly carry out their share, and this induced the English to act altogether on their own account. At first an effort was made to work with the Portuguese, and fix the headquarters of the trade at Macao. Partly from jealousy of the new comers whom they esteemed little better than interlopers, and partly because the authorities at Macao feared to incur the displeasure of their Chinese hosts, the Captain and Supercargo found their visit made unpleasant, and Captain Weddell determined to take his ship up to Canton. When he arrived at the Bogue his further progress was forbidden, and fire opened on the *London*. Probably well informed as to the reason, which seems to have been the unauthorized action of the lower officials, Captain Weddell boldly bombarded and silenced the forts and went up to the anchorage at Whampoa where the ship anchored. The consequence of his action was that he received an invitation to an audience with the Viceroy, who received him with honour, and in a friendly spirit; and agreed to the English ships being permitted to trade on the same terms as the Portuguese. There has always existed an inclination to look upon Captain Weddell's action as little better than that of a free-booter, and the Viceroy's attitude as dictated by fear. There is, however, no real reason to suspect the Viceroy as other than sincere.

In the first place the Manchu authority had not yet been established at Canton, and in the next there is little reason to doubt that the resistance at the Bogue had really been brought about by Portuguese intrigue acting on the military commander. The Viceroy was apparently only too pleased to utilise the Englishman as a counterpoise to Portuguese pretensions. Exclusion of the Foreigner had never been raised to a principle of policy under the Ming.

In 1622 we find the Company consulting the best of its Presidency, then temporarily stationed at Bantam, regarding the proposed opening of its trade. "Three things," is the reply, "are more especially made known unto the world. One is, the abundant trade it affords. The second is, that they admit no stranger into their country. The third is, that trade is as if unto the vulgar, which in remote parts they will not and accommodate with hazard of all they have."

"In these considerations it is easily conceived how and where intercourse with that nation is to be expected; for it requireth no more care than to plant in some convenient place whether they may come, and then to give them knowledge that you are planted."

From the beginning the idea of a settlement, where trading could be carried on without molestation with the mainland of China had been familiar to the Company, but the trouble was where to find it. The Dutch had for many years sought permission to trade directly along the coast, but disappointed with their want of success had settled down on Formosa;—"a place not inconvenient in respect of nearness, but a barren haven, an open road, and inconvenient for shipping." "Yet," it goes on to say, "should we show ourselves to trade there with the Dutch, it should be guarded with those difficulties and infinite charges, as if it were a silver mine."

It was to cut the gordian knot that Captain Weddell made his bold attempt to enter into relation with the high officials direct; commercially the visit was not a success, owing largely to the obstacles placed in the way by the Portuguese, who refused to permit the supercargoes to live on shore, and the Company ever timid about entering on new enterprises did not for some time repeat the experiment. But meanwhile the entire aspect of affairs was changed. "Although the Tartar dynasty was

confirmed on the throne in 1640, a series of years elapsed before tranquillity was restored to the empire. These events, combined with the establishment of Courteen's association, originally promoted and conducted by Captain Weddell in 1635, accompanied by hostile proceedings at Canton, in which they were followed by the Dutch, who likewise opposed the Portuguese trade at the moment when the power of that nation had been greatly reduced in the East, made it impossible to prosecute with any prospect of success the trade either with Canton, or China generally."

Then, of course, followed the civil war at home, which reduced to the lowest ebb the finances of the Company, and rendered it powerless to undertake any new schemes. A letter from one of the Company's agents, still at Bantam, is interesting from the light it throws on the conditions of the period. "The experiment which you desire we should make with one of our small vessels for trade into China, we are certainly informed by those who know the present state and condition of that country very well, cannot be undertaken without the inevitable loss both of ships, men, and goods; for as the Tartars overrun and waste all the island country, without settling any government in the places which they overcome, so some of their great men in China, with a mighty fleet at sea of upwards of 1000 sail of great ships (as is confidently reported), rob and spoil all the sea coast, and whatsoever vessels they can meet with; and how one of our feeble vessels would be able to defend themselves against such forces is easy to be supposed. As for the Portuguese in Macao, they are little better than mere rebels against their emperor, and sent thither to them and Macao's self so dissatisfied amongst themselves, that they are daily spilling one another's blood. But put the case, all these things were otherwise, we must needs say we are in a very poor condition to seek out new discoveries, while you will not allow us factors, shipping, or sailors, scarce half sufficient to maintain the trade already you have on foot; and therefore the Dutch but laugh at us, as we are meddling in new undertakings being hardly able to support the old."

The excitement and suppressed indignation under which the writer was evidently labouring is a sufficient explanation of the absence of grammar; but this unvarnished record gives us never the less a vivid idea of the conditions under which our trade with China had its beginning, and doubtless in the long run the memory of the helpless condition of the English Company and its influence in increasing the haughty bearing of the Canton authorities. Better times, however, were coming, and we find the Protector Cromwell in 1654 entering into a treaty with John IV of Portugal, giving on the part of each nation to the other free access to all its ports in the East, but owing to the high-handed action of the Home Government in making the Company's voyage as a forced loan £50,000 received as an indemnity from the Dutch, and a delay in renewing its charter, the Company was unable for the time to take advantage of the opening.

Still anxious to carry out the project of having a settlement of its own from which to carry on trade with China, the Company about this period assayed to open intercourse with Tongking, but met with even worse indignities than at Canton. In 1659 Amy, with which some trade still survived under the old regime, submitted to the new dynasty, and the Manchus distrusting their Chinese subjects, and themselves despising trade, made exclusion their fundamental policy towards foreign nations, while at home they did their best to isolate each of the provinces from its neighbours. The old industries of the nation were discouraged, except so far as they administered to the luxuries of the conquerors, the roads permitted to fall into disrepair, and the mines closed. For convenience sake foreign trade was indeed, to be permitted at Canton, that being the extreme southerly part of the Empire, but it was to be distinctly impressed on the foreigner that it existed only on sufferance, and in no way for his benefit. Above all things the Emperor at Peking was not to be disturbed by any references, and to effectually carry this out, he handed over the superintendence of the whole to a special commissioner quite independent of the provincial authorities, who was allowed his own separate staff, and was responsible to the Emperor direct.

We with our accumulated experience can see that such an arrangement could not be permanent, but this was by no means equally evident at the time, and in any case the conduct of the English and Dutch Companies, let alone that of the Portuguese adventurers who swarmed in the China seas, was not such as to induce the officials who represented the Chinese Emperor to place any higher estimate on the Powers that lay behind them on the half-civilised races who lay around, and whom they had conquered almost without a struggle. We have perhaps been more diffident in our description of the early condition of our intercourse with China than the occasion would seem to warrant. On the other hand the causes that brought about modern conditions have been long continued, and deep-seated; and to rightly understand the conduct of both parties, native and foreign, during the three centuries of what may be called incubation some notice must be taken of anterior events.

With the renewal under the Great Seal by the Protector Cromwell of the charter of the East India Company, a little more life seems to have been infused into the languishing trade. At this period the Company's headquarters for its Far Eastern trade was fixed at Bantam in Java close to the Straits of Sunda, where both English and Dutch Companies had factories. In August, 1682, the Dutch captured Bantam, and the Company had perforce to transfer its headquarters to Surat in India. This was by no means so favourable a site on account of the

enormous distances, and the absence of any better means of communication than was afforded by sailing vessels; and one of the consequences was that from that period there was an absence of "touch" between the Council at Surat and the Committee of Supercargoes in China.

In part this was endeavoured to be remedied by the employment in the trade of the Company's own ships instead of the "country" ships engaged at high freights at Bantam, but the Council at Surat conceiving that the sole *raison d'être* of their intercourse with China was trade, and unable to comprehend the calm indifference, with which, up to at least the end of the 17th century, the warlike Manchus regarded traders and traders, instructed their supercargoes to submit to any indignity and exaction rather than by protestations endanger the stoppage of the trade. Following to its legitimate conclusion this line of argument it refused to consider, or even listen to, the well founded remonstrances of those on the spot, which it affected to look upon as an indication of a warlike spirit. Of course, there was some excuse for the Company's desire to avoid all things not to be involved in political warfare, which would sooner or later necessitate the employment of force. This had already resulted in their enforced assumption of political rule in India, a state of affairs it recognised could not be with any prospect of success be repeated in China, where the central power was strong.

The Committee at Canton, with the experience gained on the spot, saw that a tame submission to all the whims of the individual officials with whom they had to come in contact could only result in exciting contempt, and represented this to the Court, which in its self-inspired wisdom rejected the statement as impertinent. Up to the commencement of the eighteenth century the Hopps in person used to visit the ships on their arrivals and make arrangements for their discharge, but about this time an attempt was made to create a monopoly in favour of one man who was to be called the Emperor's monopolist; it turned out that the Emperor's monopolist was a man of straw, and wholly unable to provide the necessary funds, whereupon on a complaint to the Chinese the man was displaced, but not until he had exacted a squeeze of some six thousand taels per ship. The experiment was not forgotten by the officials, and from that time the business was diverted to merchants selected by the officials, who alone were permitted to deal in foreign goods; and this practice finally grew into the hateful Hong System. Gradually all intercourse with the authorities direct was permitted to lapse, and the Hong Merchants became the sole medium of communication between the Company's factors and the Chinese Government.

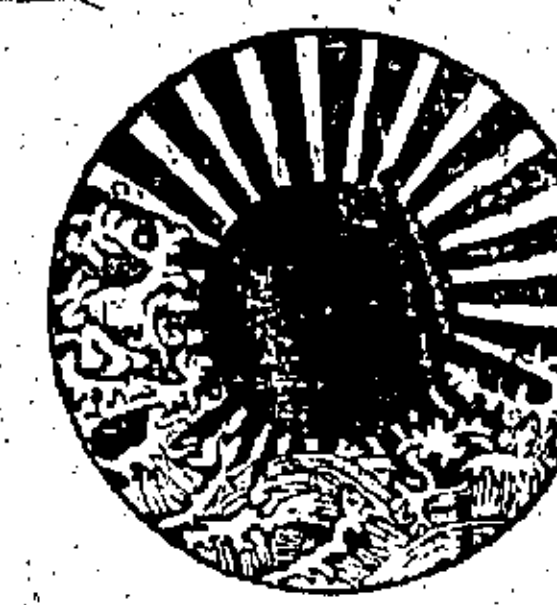
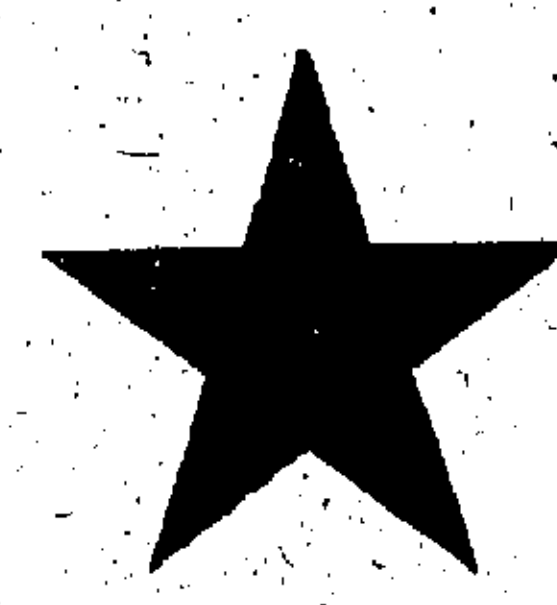
The usual course of proceeding at this time on the arrival of the Company's ships in China waters was for the Supercargoes to proceed to Macao to ascertain how affairs stood at Canton, if they found they were satisfactory, the ships proceeded to the Bogue, where some of the Hopps officers came on board; whereupon the Supercargoes announced their intention of calling upon that officer, whose rule admitted them willingly to a personal interview. After the usual compliments a series of bargainings went on, and regular articles were proposed and agreed to on both sides. The trade was to be free with whomever they chose. They were to be at liberty to employ what servants they liked. Each side was to punish its own people in accordance with well established custom. There were to be no embargoes put on the purchase of stores. Goods not sold were not to be charged with duty. Their boats with an officer on board and flying the flag were not to be molested, and no personal search was to be made. The Hopps would protect them against any attacks from the people and from illegal exactions on the part of the other Mandarins, who were not to be permitted to meddle with the ships or traders. These stipulations were formally agreed to each season, and the ships were then permitted to go on with their trading.

It will thus be seen that as the Manchu rule continued in its primitive state of efficiency, except that the agreement had to be made anew each season, there was little to complain of. The trouble commenced with the accession of the dark and suspicious, yet withal weak prince Yungcheng, the author of the celebrated "Amplification" of the Sacred Edict, with the reactionary precepts. Advantage had been taken of the accidental shooting of a boy by a petty officer of one of the ships to levy a preposterous squeeze, and this having been weakly paid, the next encroachment was to send a petty official on board to take stock of the guns, small arms, and powder. The affair was simply a "try on"; the officer came, looked at a few guns laid out on deck, and the lost ground was never to be recovered.

From that time the intercourse was of the most unsatisfactory nature; in 1728 the charges having been arbitrarily raised to ten per cent. the Supercargoes remonstrated, and determined as under the old regime they had been authorised, to see the Tsungtu, whom by a strange aliteration the record calls the Isontock. They were ordered out of their chairs at the city gates, and with difficulty made their way to the Yamen; here they were told they could not be admitted as they did not have their linguist. They persevered, and after waiting a considerable time saw the great man, who directed them to hand their petition to his secretary, and then without perceiving it, told them they should deal with the responsible merchants and pay their dues. This seems to have been the last interview, for the next time they made the attempt only the secretary appeared who roundly rated them, and told them that in future they must address themselves to the merchants. On their mildly remonstrating, and suggesting that the abuses to which they were asked to submit might oblige the Company to abandon their trade with Canton, he told them plainly, "they might go if they pleased; other ships would come," and called their complaint "troubling him with a trifling affair."

[To be continued.]

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Hongkong, 12th August, 1907.

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## BEECHAM'S PILLS.

By their specific action on the stomach, liver and kidneys, they assist these organs to perform their proper functions, and so restore normal condition.

Don't wait until you are really ill, but when you feel out of sorts, take BEECHAM'S PILLS, the handy remedy of the home. REMEMBER that in taking BEECHAM'S PILLS you are not trying an experiment. They are, and have been for many years, the only Family Medicine in innumerable healthy homes. With a box of BEECHAM'S PILLS handy you have a ready relief without risk.

Sold at all Drug Stores and by all Medicine Vendors in China: in boxes, price 9d., 1/6, and 2/6.

## Exshaw's Brandies.

## IMPORTANT NOTICE.

PRODUCE OF FRANCE

JOHN EXSHAW  
N°1 BRANDY

All my labels are signed

John Exshaw

Messrs. John Exshaw & Co. have

to announce that in order to protect  
the public against imitations of their  
well-known No. 1 Brandy they have  
adopted the label herewith shown.

From October 1st, 1907, all Shipments of

JOHN EXSHAW No. 1. BRANDY

will bear this label—

PRODUCE OF FRANCE

JOHN EXSHAW  
N°1 BRANDY

All my labels are signed

John Exshaw



## SHIPPING.

## ARRIVALS.

AMIGO, German str., 322, Baltzen, 30th Sept., Halphong 27th Sept., and Hoibow 29th, General-Jobson & Co.  
 ANKO-AUSTRIAN, British str., 2,545, Lewis, 30th September-New York and Durban Kerosine Oil-Standard Oil Co.  
 BERNARD, German str., 1,344, F. Sembill, 30th Sept., Sandakan 24th Sept., General-Melchers & Co.  
 CHUNSIANG, British str., 1,417, D. A. King, 30th Sept., Moji 25th Sept., Coal-Jardine, Matheson & Co.  
 FRITHIOF, Norwegian str., 891, Olaf Anderson, 30th Sept., Swatow 29th Sept., General-Oake Shoen Kaisha.  
 HUNAN, British str., 1,142, C. W. Prickett, 30th September-Wulu 24th Sept., Rice-Butterfield & Swire.  
 KWANGSING, British str., 1,120, Chapman, 30th September-Haiphong 28th Sept., General-Shewan, Tomes & Co.  
 NAKHAT, British str., 30th Sept.-Canton.  
 NANSHAN, British str., 1,299, Allan Jones, 30th Sept.-Fajon 25th Sept., Rice and General-Bradley & Co.  
 NIKKO MARU, Japanese str., 3,434, R. Swain, 30th Sept.-Melbourne 4th Sept., General-Nippon Yusen Kaisha.  
 LONSA, British str., 4,877, A. P. Vine, 28th Sept., London August 17th, General-P. O. S. N. Co.  
 SANUKI MARU, Japanese str., 3,789, S. J. G. Pissou, 30th Sept., Shanghai 28th Sept., General-Nippon Yusen Kaisha.  
 YARRA, French str., 4,141, Kellier, 30th Sept., Marseilles 1st Sept., Mails and General-Messageries Maritimes.

## CLEARANCES

At the Harbour Master's Office.  
 30th September.  
 Agnes, British str., for Saigon.  
 Anshien, French str., for Europe, &c.  
 Japuy, Norwegian str., for Chofou.  
 Anshien, British str., for Swatow.  
 Anshien, German str., for C. K. Wan.  
 Anshien, German str., for Haiphong.  
 Anshien, German str., for Shanghai.

## DEPARTURES.

30th September.  
 HUNAN, British str., for Canton.  
 ITO MARU, Japanese str., for Shanghai.  
 KIRIANG, British str., for Canton.  
 WAISHING, British str., for Ningpo.  
 YARRA, French str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Nampan* reports: Light to strong N.W. and N. Easterly winds and last day moderate head sea, sharp rain squalls at times.

## VESSELS IN DOCK.

September 30th.  
 ARRIVED DOCKS.-*Nemethy*.  
 DOCKS.-*Dragon*, *Puckation*, *H.M.S. Moorhen*, *Kwangtung*, *Kwang Eng*, *H.M.S. Hai*, *Hopsang*, *Changsha*, *Keong*, *Cosmopolitan* DOCKS.-*Asia*, *Lamshan*.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodgson, will be despatched for the above Ports TO-DAY, the 1st October, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPEL & CO.,

General Managers.

Hongkong, 28th September, 1907. 1581

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying H.M. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 5th October, at NOON, taking passengers and cargo for the above ports in connection with the Company's "VICTORIA," 6,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London either cargo for London, &c., will be conveyed from London by the R.M.S. "Persia," due in London on 16th November, 1907.

Freights will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 23rd September, 1907. 1

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe, Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers Tons  
 "KASATO MARU" 6,100 On 10th Oct.  
 "KATHARINE PARK" 5,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.

Hongkong, 30th September, 1907. 10

THE RUSSIAN VOLUNTEER FLEET.

For ODESSA.

THE Steamship

"KOSTROMA,"

will be ready to load here as above Middle of October.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 30th August, 1907. 1428

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c. via USUAL PORTS OF CALL...	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 5th inst., at Noon.
MARSEILLES &c. via PORTS OF CALL	AUSTRIAN	French str.	—	Verron	MESSAGERIES MARITIMES	Today, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 9th inst.
MARSEILLES, HAVRE & COPENHAGEN	INDIAN	Dan. str.	—	—	MELCHERS & CO.	End of October.
HAVRE & HAMBURG via STRAITS, &c.	BELOVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG via STRAITS, &c.	SOLVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINE	On 12th November.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RUSOVIA	Ger. str.	k.w.	Girtenbriun	HAMBURG-AMERIKA LINE	On 26th November.
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	GOBRES	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINE	To-morrow.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ROSENSTAUEN	Ger. str.	k.w.	B. Wilhelm	MELCHERS & CO.	On 9th inst., at Noon.
NAPLES, HAVRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 30th inst.
TRIESTE, &c. via SINGAPORE, &c.	PERSEA	Aus. str.	—	Belle	HAMBURG-AMERIKA LINE	On 11th December.
BOSSA	KOSTROMA	Rus. str.	—	P. Caglietto	SANDER, WIEBER & Co.	About 25th inst., P.M.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	MELCHERS & CO.	Middle of October.
NEW YORK	SIRK	Brit. str.	—	—	DODWELL & CO., LTD.	On 26th inst.
NEW YORK	HEADLEY	Am. str.	—	—	DODWELL & CO., LTD.	On 5th inst.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	W. S. Shotton	SHEWAN TOMES & Co.	About 15th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	D. Mori	CANADIAN PACIFIC R. Co.	On 2nd November.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	G. W. Eidy	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 P.M.
CALLAO AND IQUIQUE, via JAPAN PORTS, &c.	KASATO MARU	Am. str.	—	J. W. Brown	DOUGLAS LAPEL & CO.	On 6th Nov., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	1 m.	W. B. Brown	MELCHERS & CO.	On 15th inst.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	1 m.	W. B. Brown	MELCHERS & CO.	On 10th inst., at 4 P.M.
YOKOHAMA AND KOBE	CHINGFU	Brit. str.	1 m.	W. B. Brown	MELCHERS & CO.	On 10th inst., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	On 10th inst., at 4 P.M.
JAPAN	TRIPODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	About 18th inst.
CHEFOO & NEWCHANG	NANCHANG	Brit. str.	1 m.	Kenzie	BUTTERFIELD & SWIRE	Quick despatch.
CHEFOO & TIENTSIN	KEICHO	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 3rd inst., Daylight.
SHANGHAI, MOJI, KOBE & YOKOHAMA	POONA	Brit. str.	—	A. P. Vine, R.N.R.	P. & O. S. N. Co.	On 21st inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ROSENSTAUEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	Quick despatch.
SHANGHAI	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	Today.
SHANGHAI via NINGPO	ROCK	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & CO., LD.	About 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CANTON	Ger. str.	—	G. Mainers	MELCHERS & CO.	On 5th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SITRONIA	Ger. str.	k.w.	Bremer	MELCHERS & CO.	About 8th inst.
SHANGHAI, KOBE & YOKOHAMA	FRITHIOF	Nor. str.	—	A. Anderson	HAMBURG-AMERIKA LINE	Middle of October.
FOOCHOW via SWATOW & AMOY	FUKUSHU MARU	Nap. str.	—	T. Ho	OSAKA SHOSHIN KAISHA	On 15th inst.
ANPING via SWATOW & AMOY	HAICHING	Brit. str.	2 h.	A. H. Hodgkins	OSAKA SHOSHIN KAISHA	On 3rd inst., at 10 A.M.
SWATOW & SHANGHAI	KIKURIANG	Brit. str.	1 m.	H. A. Wavell	DOUGLAS LAPEL & CO.	To-morrow, at Daylight.
SWATOW & SHANGHAI	HUNAN	Brit. str.	1 m.	Pockett	BUTTERFIELD & SWIRE	Today, at 11 A.M.
SWATOW & SHANGHAI	SHAOSHING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
SWATOW & SHANGHAI	YCHOW	Brit. str.	1 m.	H. S. Smith	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SWATOW & SHANGHAI	JOSEPH MARU	Nap. str.	—	Imben	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SWATOW & SHANGHAI	CHIHLE	Brit. str.	—	A. Somerville	OSAKA SHOSHIN KAISHA	On 16th inst., at 4 P.M.
SWATOW & SHANGHAI	TEAN	Brit. str.	1 m.	T. Meyrick	BUTTERFIELD & SWIRE	On 14th inst., at 9 A.M.
SWATOW & SHANGHAI	YENKANG	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 3rd inst., at Daylight.
SWATOW & SHANGHAI	ZAFIRO	Brit. str.	—	R. Almond	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
SWATOW & SHANGHAI	RUBI	Brit. str.	—	R. H. Pennefather	SHEWAN, TOMES & CO.	On 4th inst., at 4 P.M.
SWATOW & SHANGHAI	SUKSIANG	Brit. str.	1 m.	R. Houghton	SHEWAN, TOMES & CO.	On 5th inst.
SWATOW & SHANGHAI	BOLEZO	Ger. str.	k.w.	E. J. Todd	BUTTERFIELD & SWIRE	On 12th inst.
SWATOW & SHANGHAI	LAISANG	Brit. str.	—	G. Ravone	JARDINE, MATHESON & CO., LD.	On 10th inst., at 4 P.M.
SWATOW & SHANGHAI	LEVANTO	Ital. str.	—	Jurjarsse	MELCHERS & CO.	Today, at 3 P.M.
SWATOW & SHANGHAI	TUILLWONG	Dut. str.	—	—	JARDINE, MATHESON & CO., LD.	Beginning of October.
BOMBAY via SINGAPORE & PENANG	—	—	—	—	—	To-morrow, at Noon.
BATAVIA, CHEIBON, SAMARANG, &c.	—	—	—	—	—	On 11th inst., at Noon.











JUBILEE OF THE  
"HONGKONG DAILY PRESS."

1857-1907.

The *Daily Press* to-day attains its Jubilee, and by way of marking the interesting occasion we take pleasure in presenting to each subscriber a facsimile copy of its first number of the paper, dated October 1st 1857. The *Daily Press* was the first daily newspaper published in China, and we believe we are entitled to claim for the *Chung Ngai San Po* (Chinese *Daily Press*) the distinction of being the pioneer Chinese newspaper. It commenced publication on November 1st, 1857, and will therefore attain its jubilee a month hence. The Chinese paper was first published only three times a week, but the support given to the venture was so encouraging that in due course of time it was issued daily.

Yet another *Daily Press* publication is entitled to mention in this connection—the mail edition of the *Daily Press*. In the form in which it was first published it was a bi-monthly summary of intelligence "whether political, commercial, shipping, or general, comprising all market information and prices current from all the ports of China and Japan and also from Manila." It was known as the *China Overland Trade Report*, a title which at once suggests its age, the word "Overland" carrying our reflections back to the days prior to the opening of the Suez Canal. Before 1869 the mails to Europe had either to be taken by sea all the way round the Cape of Good Hope, or by sea to Suez thence overland to Alexandria, where there was steamship connection with the principal ports of Europe. The latter was of course the quickest route, and the object of incorporating the word "Overland" in the title was doubtless to emphasize the fact that the "Summary" was published for dispatch by the quickest route. When submarine cables brought the uttermost part of the earth into rapid communication with each other, and when the fast steamship began to supersede the sailing ship and regular communication with the various parts of the world came to be established, trade conditions began to wear another aspect. Fortnightly trade reports and prices current ceased to have the same value, when by submarine cable the price of the hour was obtainable, and in course of time when a Weekly Mail service to Europe was established the mail edition of the *Daily Press* and the *China Overland Trade Report* were merged into one publication under the present title of *Hongkong Weekly Press and China Overland Trade Report*.

Though the annual *Chronicle and Directory* published at the *Daily Press* Office cannot be associated in the celebration with the trio of publications already mentioned, it is near enough to fifty years of age to justify mention in this connection. Glancing at the bookshelves and noting how the volume has expanded year by year since 1853 from a thin book of 20 pages to a portly tome of nearly 2,000 pages one may form on the instant some idea of the marvellous growth of foreign intercourse with China and other parts of Asia during the past half century.

THE HISTORY OF PRINTING IN CHINA.  
Our concern to-day however, is with the *Daily Press*, and inasmuch as the art of printing is reputed to be a Chinese invention and China, moreover, has the distinction of possessing in the *Peking Gazette* a publication often alluded to as the oldest newspaper in the world, it may not be uninteresting to many readers if we preface our remarks on the birth of the *Daily Press* by a brief allusion to the history of printing in China, and follow it up with some reference to the publication of the earliest foreign newspapers.

The art of printing began to be practiced in China in the tenth century, A.D., about five hundred years before it was known in Europe. The method first adopted was to engrave the characters on stone, so that when the impressions were taken the letters were white while the surrounding surface of the paper was black. This method was superseded by the invention of wooden blocks. The copy, written on very thin paper, was pasted on plain blocks of wood or wax. All the blank parts were neatly cut away, and as the letters were left raised on the surface they were an exact representation of the manuscript. This method was an entire reversal of the old method, the letters now being printed black on a white surface. There were no presses in China such as came into use in Europe. The Chinese printer worked with two brushes fastened on both ends of a stick. With one brush he inked the block, and after he had laid the paper on the block he took the impression by passing the other brush over the paper. This system, continued down to the middle of the nineteenth century when Chinese movable metal types were first made by a firm of English type foundry. We may see the old system still in use, for printing those scarlet visiting cards (or papers) used by the Chinese on ceremonial occasions.

The interesting fact should be mentioned that long before the invention of printing the Chinese had "a vast number of books." Ch'ien-t'ang, a title signifying First Emperor, who reigned about two hundred years before the Christian era and whose name is imprinted on the Great Wall of Peking, achieved infamy by ordering that all books and writings of every description should be collected and burned by the magistrates in each district throughout the Empire. So strictly was this decree carried out, that many literary men were put to death for being detected in an attempt to save valuable records. The tyrant, whose mischievous ambition had tempted him to commit this act of madness, did not entirely succeed in his object however, for several copies of the work of Confucius and other eminent authors were successfully hidden and preserved until the times had changed. These were, of course, Manuscript Books. Before the invention of printing

a vast number of men must have been employed in China copying books, and even the invention of printing by means of wooden blocks did not apparently greatly diminish the number. Down to within fifty years ago the *Peking Gazette* was known to the majority of its readers only as a daily manuscript. Though the "Gazette" is spoken of as the oldest newspaper in the world, it is a newspaper only in a very limited sense. It is simply the official medium of communicating the decrees of the Court at Peking, and until Chinese movable metal type came into use, about sixty years ago, the "Gazette" was known to the majority of its readers only as a daily manuscript. Very few impressions were taken in Peking from the old wooden or waxen blocks, and these copies were distributed by imperial couriers to the head officials in the provincial capitals. From the few copies that reached Canton, or any other provincial capital many more were transcribed and the news circulated in various forms according to the wishes of those who sought it. In their best style the "Gazette" in the provinces formed a daily manuscript in small octavo of about forty pages, but in an inferior style they appeared only once in two days, and then did not contain more than fifteen or twenty pages.

It is remarkable that while almanacs, calendars and Provincial Court circulars, as well as the *Peking Gazette*, had been in universal use among the Chinese for centuries, there is no recorded evidence of any attempt to publish a newspaper for the expression of public sentiment or opinion, or to furnish information enlarging the sphere of knowledge, until within the last half-century when, as we have already mentioned, a beginning was made by the publication of the Chinese *Daily Press*.

THE EARLIEST EUROPEAN NEWSPAPERS IN CHINA.  
The earliest European newspapers issued in this part of the world were founded by Portuguese residents at Macao. In 1822 Macao possessed a weekly newspaper called *A Alou da China*, and in 1824 another, the *Gazette de Macao*, made its appearance. How many newspapers Macao may have had before these were published we have not the means of ascertaining, but it is not improbable, considering what an important centre of international commerce Macao was in the early part of the Nineteenth Century, that a newspaper was published there before 1822. It can certainly be said that since that date many have had their day in the Colony and ceased to be, and to-day the Colony does not possess even one.

The first English newspaper published in China was the *Canton Register* which made its appearance in 1827, and it is interesting to recall the fact that it owed its foundation largely to the interest taken in the enterprise by Messrs. James and Alexander Matheson, at that time connected with the firm of Matheson & Co. from whose ashes arose the Phoenix-like form of the princely house of Messrs. Jardine Matheson & Co. Mr. James Matheson, who is represented in the bibliography of the East by a book entitled "British Trade in China" is reputed to have been the first editor of the paper, though a frequent contributor to the paper in its infancy has in a book entitled "The Fankwei in China" cast considerable doubt on the statement, and says he only knew as editor Mr. Wood, "son of the great tragedian" who combined with the editorial work the technical duties of compositor. However that may be, the fact is not disputed that the small hand-press on which the paper was printed was lent for the purpose by Mr. Alexander Matheson. This hand-press, by the way, was the second English press to be introduced into China. The first was introduced by the Honorable East India Company in 1814, and they brought out a printer to Canton at the same time. On this press was printed Morrison's dictionary of the Chinese language, his "Vocabulary of the Canton dialect" and his "Views of China." The press on which the *Canton Register* was printed was brought out from England in 1825. A writer in 1833 remarked that there were then only five English presses in China—two in Macao and three in Canton—but as the first two presses, according to this authority arrived in 1814 and 1825 and both were at Canton, it is to be assumed that the Macao newspapers which were issued in 1823 and 1824 were printed by methods allied to the Chinese. The *Canton Register* was published weekly for upwards of twenty years. A valuable contributor to the paper up to the time of his lamented death was Robert Morrison, the pioneer Protestant missionary and evangelist, the centenary of whose arrival is being celebrated this year, and whose valuable labours it is hoped to commemorate by an obelisk at Canton. The *Register* ran without a rival—the *Chinese Repository* scarcely comes in that category—for about three years, when the third press arrived in Canton, and the *Canton Courier* made its appearance. It died a premature death, but the spirit of opposition survived and in 1835 appeared the *Canton Press*. We ought not, however, to pass over the *Chinese Repository* without a little further reference. It was a monthly publication and a very valuable one in its day. For twenty years it constituted a rich storehouse of information with regard to the history, geography, government and social life and customs not only of China, but of the Asiatic countries generally.

The *Canton Press* followed the *Courier* to the limbo of unsuccessful enterprises, and thereafter came the *Friend of China*. Its publishing office was on the 3rd side east of the Factory Creek at Canton, but upon the cession of Hongkong to the British the *Friend of China* followed the bulk of its readers to the new Colony and continued its weekly publication here. In 1847 the weekly *China Mail* entered into rivalry with it as well as with the *Canton Register* and the *Hongkong Register*. The *Friend* has long since departed and neither of

the *Registers* we believed lived long enough to record its demise.

THE BIRTH OF THE "DAILY PRESS."  
By 1857 the Colony and its trade were developing at such a rate that the necessity for at least the usefulness of a daily newspaper began to be apparent; and October 1st of that year saw the starting of the *Daily Press*, which, as we have already mentioned, enjoys the distinction of being the first, and therefore the oldest, daily newspaper published in the East. Fosters dwell in the land in those days, and it is interesting to recall now the following modest little spot where which appeared in the first issue of the paper:—

Go *Daily Press* from this our solitude:  
We cast thee on the waters: go thy way;  
And if, we believe, thy vein be good,  
The world shall find thee after many days.

To-day the world finds the *Daily Press* justifying the prophecy by celebrating its jubilee and doubting not that the world will still be able to find it "when a hundred years are gone."

Notwithstanding the evidences of growing prosperity in the colony in 1857, it will be seen from extracts printed in another column of to-day's issue that men were writing bitterly about the "pestiferous island of Hongkong" this "barren house for troops and traders," and demanding its abandonment in favour of some salubrious locality where the prospects of commercial development were considered brighter. Possibly the founder of the *Daily Press* was content to think that if the community were to move in a body to Chusan or any other more favoured spot, as they had moved from Canton, the *Daily Press* could move with it, and for that reason perhaps did not include the word Hongkong in the title. The name of the Colony was included in the title some years later when people had ceased to advocate abandonment and had begun to recognize what British energy and enterprise were already making of a position found to be so admirably situated from the commercial as well as the strategic point of view.

We smile to-day at the size of the little sheet which represents the first daily newspaper published in the East, but those unacquainted with the history of the newspaper press will not be a little amused to know that the pioneer London daily newspaper was of even smaller dimensions—very much smaller in fact, for it consisted of a single sheet of the size of half a sheet of foolscap with print on one side only, the other side being "a blank left for the convenience of sending it by the post." But the *Daily Press* cannot make its debut one hundred and fifty years before the *Hongkong Daily Press*. There is, however, a curious resemblance between the first numbers of the two papers by reason of the fact that London in the early days of the Eighteenth Century was, as regards its communication with the world beyond, much in the same state of isolation as Hongkong was in 1857. The first London daily appeared that it would (as its title showed) be published daily "being designed to give all material news as soon as every post arrives; and is confined to half the compass to save the public at least half the impertinences of the ordinary newspapers." Those who peruse the introductory article in the facsimile of the first number of the *Daily Press* will note a similar declaration, except that the "impertinences of the ordinary newspapers" are implied rather than bluntly expressed. "Creative propensities," says the editorial, "we shall avoid, remedial suggestions eschew, and local abuses submit to. . . . We shall simply search for news, sift for intelligence, dig for facts etc."

The temptation to rebel against local abuses, real and imaginary, and to suggest remedies proved, however, far too strong, and before it had been in existence a month, we find the *Daily Press* doing all that it had sworn not to do.

The price of the paper, it will be noticed, was fixed at 2½ per month, but the dollar then was worth 4½ l. At the present rate of exchange the charge of \$3 a month made for the *Daily Press* to-day is just one half the price in sterling at which it sold when it was first started. Many factors have of course contributed to this result, the chief being the growth in circulation and the increasing volume of advertising business as the Colony and neighbouring foreign settlements developed. In touching on this question of exchange we are reminded of the intimation at the bottom of column 2 on the front page of the first issue, viz. that "our quotations commencing from date will be given in a subsequent issue," and as the exchange and freight quotations of those "good old times" will possess an interest all their own to readers to-day we need make no excuse for reproducing them.

EXCHANGE AND BULLION MARKET.  
Blank and first class Paper on London at six months' sight, 4s. 11½.  
Private Bills at three months' sight, 5s.  
On India, Blank Bills at three months' sight, and Com. pany's accepted, on Calcutta 22½, on Bombay 22½.  
Sovereigns, 44.25.  
Gold, per ton.  
Bullion, \$21.25.  
California, \$19 and \$19.50.  
Gold Leaf 100 to 100, 22.65 and 22.80.

TO ENGLAND.—24 sh. for 48; 45 sh. for 50; 48 sh. for 52; 50 sh. for 54; 52 sh. for 56; 54 sh. for 58; 56 sh. for 60; 58 sh. for 62; 60 sh. for 64; 62 sh. for 66; 64 sh. for 68; 66 sh. for 70; 68 sh. for 72; 70 sh. for 74; 72 sh. for 76; 74 sh. for 78; 76 sh. for 80; 78 sh. for 82; 80 sh. for 84; 82 sh. for 86; 84 sh. for 88; 86 sh. for 90; 88 sh. for 92; 90 sh. for 94; 92 sh. for 96; 94 sh. for 98; 96 sh. for 100.  
To Australia.—24 sh. for 48; 45 sh. for 50; 48 sh. for 55; 50 sh. for 60; 55 sh. for 65; 60 sh. for 70; 65 sh. for 75; 70 sh. for 80; 75 sh. for 85; 80 sh. for 90; 85 sh. for 95; 90 sh. for 100.  
To Hongkong.—24 sh. for 48; 45 sh. for 50; 48 sh. for 55; 50 sh. for 60; 55 sh. for 65; 60 sh. for 70; 65 sh. for 75; 70 sh. for 80; 75 sh. for 85; 80 sh. for 90; 85 sh. for 95; 90 sh. for 100.  
To Shanghai.—24 sh. for 48; 45 sh. for 50; 48 sh. for 55; 50 sh. for 60; 55 sh. for 65; 60 sh. for 70; 65 sh. for 75; 70 sh. for 80; 75 sh. for 85; 80 sh. for 90; 85 sh. for 95; 90 sh. for 100.

OPINION.  
At Hongkong . . . . . \$300  
At Macao . . . . . \$785 and \$790  
Old Do . . . . . \$780  
Beanoes . . . . . \$780  
Malwa . . . . . \$780

FIFTY YEARS OF PROGRESS.  
The progress made in the last fifty years is strikingly illustrated by a comparison of the list of Shipping in Hongkong Harbour on October 1st, 1857 with the Shipping in port to-day. The first number of the *Daily Press*

contains a list of over one hundred and twenty ships then lying in the harbour, but not twenty of them had a capacity exceeding 1000 tons and the largest of them was a P. & O. steamer of 1250 tons. Steamers in those days were as rarely to be seen as the barque is to-day. In that list of over one hundred and twenty ships there are only five steamships, and of these three belonged to the P. & O. Company. There is a large canvas in the Hongkong Museum, painted by the late Mr. Baptista, a pupil of Chenery, which gives an interesting view of Hongkong Harbour in the days of the famous clippers.

THE OLD HONGS.  
Looking down the list of "emigrants or agents" we may note how few of the famous old hong still survive. They may now be counted on the fingers of one hand. We notice the P. & O. Company, Messrs. Jardine Matheson & Co., Siemssen & Co., D. Sassoon, & Co., and we may also add D. Lyraik (now Douglas, Lyraik & Co.), Gibb, Livingston & Co., were also in existence, but the firm's name does not appear among the emigrants in the list to which we are referring. Besides these there are one or two firms, who though no longer established in Hongkong still flourish in other parts of China—Messrs. "Holliday, Wise & Co. for example—but the great majority have had their day and ceased to be. Of the famous old American firm of Russell & Co., so frequently mentioned in the list, Messrs. Howie Thomas & Co. are successors; the old firm of Turner & Co. ceased only a few years ago, the business being taken over by Messrs. Gibb, Livingston & Co.; and the firm of Pristan & Co. continued in business in Canton until quite recently. The firm name of Dent & Co. is still to be seen in the list of firms at Macao and Shanghai.

The advertisements in the first number of the *Daily Press* are no less interesting than the other features of the paper. The advertisements of Messrs. Van, Pustan & Co., Agents of the Austrian Lloyd Steam Navigation in the communications then existing with Europe. There was no Suez Canal, passengers and their baggage were transported overland from Suez to Alexandria. Between Trieste and Alexandria the Austrian Lloyd ran steamers "corresponding with the monthly and bi-monthly mails from India." The Directors of the Austrian Lloyd Co. also undertook to forward "per submarine to London" or any other part of the Continent, telegraphic messages sent to them from China. A little further on in the first volume of the *Daily Press* we find other firm names still identified with the Colony's trade and commerce. Lane, Crawford & Co., for example, figure very prominently throughout the volume as auctioneers, in which line of business, by the way, there seems to have been plenty of competition in the infancy of the Colony. Among the auctioneers established here fifty years ago we note besides Lane, Crawford & Co., McEwen & Co., G. Daddell, Thos. Hunt & Co., and Y. J. Marrow. The latter was one of the founders of the *Daily Press* and the business remains the property of the surviving members of his family.

Before we leave the advertisements we may mention for the information of the reader that Paris fashions were not ignored in Hongkong in 1857. The number of ladies resident in the Colony was probably very small at that time, and the Millinery establishments of which there were at least two—had to interest the men in order to make a living. Hence we read that "Mrs. Lemon has just received a fine assortment of Felt Hats and Paris Bots of all sizes; now open for inspection at her millinery room," but Mrs. Marsh had "just received a splendid assortment of French Flowers, Steel Spring Petticoats, Ribbons of all descriptions, French Merinos, de Laines, Colored Cambrics, Black and Colored Velvets, Flashes, Napes, etc." while Mr. Marsh had received a consignment of "gentlemen's ready-made clothing" &c.

The exigencies of space oblige us to stop, and leave the reader to make his own further reflections on a perusal of the copy of the first number issued as a supplement to-day.

## HONGKONG FIFTY YEARS AGO.

Mr. Wingrove Cooke, who came out as the *Times* correspondent to report the British Military operations which took place in China in 1857 and 1858, wrote:—

"My earliest impression is that our factious European friends who advise us to 'go to Hongkong' have not an accurate knowledge of the spot. A gentleman who should go to Hongkong in the present state of affairs, although he may have his pocket full of dollars, is not unlikely to have to sleep upon the pavement of Queen's street, and will be indebted to the protection of the Malay guard if his throat be not cut before the morning. It is a town of capital houses, but its powers of accommodation are not capable of indefinite expansion. The flight from Canton and other causes have filled it. General Garret and his staff who might reasonably have anticipated some preparations for their reception, found it convenient to sleep on board the steamer and were glad to shelter themselves where they might. The General on the day after his arrival with great difficulty got a room at an inn and his suite were happy to avail themselves of the hospitality of the Hongkong Club—an establishment to which we cannot be too grateful; and if there is any gratitude in Pall Mall the military clubs should be open to every member when he visits London, in requital of good offices rendered in utmost need. . . . General Ashburnham will have to take up his quarters in a half-built storehouse and Lord Elgin will certainly be obliged to sleep in the harbor. For myself I think I ought to publicly return my thanks to Mr. Walker the agent of the 'Peninsular' and 'Oriental,' for it was by no common expenditure of time and interest that he obtained for me a single

room at a price not much above what a lodging in Regent Street would cost in the London season. In other respects Hongkong is a place where a turkey and a ham costs 25 and where a dollar, whose par value is 4s. 2d costs 5s. in English bills or gold. It has some other peculiarities which strike a newcomer. If you dine with a merchant here, you notice that your host takes leave of you at his own door; he has a Malay soldier standing sentinel in the hall with a loaded musket. He explains to you that the house is so arranged that all these long-tailed domestics who waited at dinner are or can be shut off from that part of the house in which the Europeans sleep. If your host should accompany you a few steps towards your own domicile he is careful to buckle his revolver round his waist—and say it is a lute o'clock—he is uncomfortable if he goes ten paces without being challenged by an armed patrol.

Another writer of a little later date expressed his views of the Colony in the following terms:—

"A fatal and most costly mistake was made by those who managed the war and the treaty, in retaining the wretched, pestiferous island of Hongkong, and giving up the beautiful and salubrious island of Chusan."

Hongkong, which already cost us some millions of dollars and many hundreds of valuable lives, is an unproductive, mountainous, lumpy island, only eight miles long, and, on an average, three miles broad. It is separated from the mainland of China only by a very narrow strait, in no part more than three miles, and at one point scarcely one mile in breadth. This proximity allows the pirates and other plunderers of the main to cross over to the island by night, and there commit their depredations and atrocities. As there was no level space elsewhere, the English have built their town of Victoria along the seaboard. With the new Chinese houses included, the town straggles to the length of 3 miles; breadth or depth it has none, being backed by rugged precipices and mountains which entirely shut it out from the healthy breezes of the ocean. Hongkong cannot be said to possess any vegetation at all—a few goats with difficulty find support. The rocks, which constitute the whole soil, are composed of rotten decomposing granite, which, as is well known (and was well known long before our men in authority took it as a settlement), is as productive of gasses and malaria as any bad jungle in India. Scarcely a single man in our service, whether European, Indian, Malay, or Macao Portuguese, has passed any time on the island without suffering most severely in health. The Chinese have always regarded the place as fatal to human life, and they will not live there beyond a certain season. The mortality of our troops has been as one in three and a half. The diseases are endemic fevers, diarrhoea, dysentery, and pulmonary complaints. The Sepoys, having less stamina, suffer much more than the English soldiers. Our officers have been no obnoxious to disease as the common men. Robberies were, and we believe still are, of nightly occurrence. "It is very natural," says Dr. Guttaf, "that depraved, idle, wicked characters from the adjacent main, should flock to the Colony. The islanders themselves, nearly all fishermen, are pirates when the opportunity presents. They are a roving set of beings, floating on the wide face of the ocean with their families, and committing depredations when ever it can be done with impunity. The stonecutters have been working here for many years before our arrival; the majority of these men are unprincipled, they cannot be considered as domesticated among us, and are in the habit of going and coming according to the state of their trade. The most numerous class who, since our arrival, have fixed themselves on the island, are from Whampoa; many of them are of the very worst character, and are ready to commit any atrocity." Under the very shadow of the British flag these fellows hold their nocturnal clubs and secret societies. The members of these societies bind themselves to stand by one another, and afford mutual protection. The other Chinese are afraid of denouncing their crimes or informing against them. These proclamations of the governor seem to have had no effect in dissolving or even checking these anti-social combinations.

It is true that Hongkong is conveniently near to Canton; but since the opening of Amoy, Ningpo, and the other ports, Canton ought not to be considered as the emporium. It is not a place of production, it is not so much as a shipping-place; the tea, the silk, and all the commodities we were accustomed to purchase at Canton (because we were not then allowed to purchase elsewhere), are all brought at a very heavy expense of carriage from great distances. Nor is Canton in any way the best avenue through which to introduce Christian conversion or European civilization; for the population is perverse, presumptuous, turbulent, and altogether the most indolent and the worst people in China.

LATEST STEAMER MOVEMENTS.  
The *Apar* str. *Gregory* from Yokohama and Kobe, left Moji on 28th ult., and may be expected here to-morrow noon.  
The *Apar* str. *Catherine* from Calcutta left Singapore on 30th ult. afternoon, and may be expected here on or about 4th inst.  
The N.G.I. str. *Levanos* left Singapore for this port on 29th ult., and may be expected here on or about the 4th inst.  
The str. *Sikh* sailed from Shanghai on 29th ult. for Hongkong, via Keelung.  
The I.G.M. str. *Golden* left Kobe via Nagasaki & Shanghai on Sunday the 29th ult. p.m., and may be expected here on or about Tuesday the 8th inst.  
The I.G.M. str. *Fritz* Heinrich which left here on Wednesday the 25th ult. arrived at Singapore on Sunday the 29th ult. at 3 p.m.  
The *Boston* str. *Kumeric* sailed from Yokohama on the 27th ult.

The O.P.R. str. *Empress of China* arrived Nagasaki at 9.30 a.m. on Monday the 30th ult., and left again at noon Tuesday for Yokohama where she is due to arrive at 4.30 a.m. on Friday the 4th inst.

## HONGKONG GYMKHANA CLUB.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday next, is as follows:—

Patrons:—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O. His Excellency Viscount Alington, K.C.B., D.S.O. His Excellency Sir Arthur W. Moore, K.C.B., C.V.O., C.M.G., His Excellency Major-General R. G. Broadwood, C.B.; Commodore R. H. M. Stokes, R.N.

Committee:—The Stewards of the Hongkong Jockey Club, (Ex-Officio). The Hon. Mr. F. H. May, C.M.G., Major Parker, C. H. Rose, Esq., H. P. White, Esq., G. H. Rose, Esq., Captain Thompson, C. H. Ross, Esq., Judge Major Parker, Handicapper, H. P. White, Esq., Clerk of the Scales, Major Parker, Esq., T. S. Forrest, Esq., Time Keeper R. F. C. Master, Esq., Hon. Sec. & Treasurer, R. F. C. Master, Esq.

CUR.—Distance one mile. For all China Ponies. Catch weights 10 to 12 lb. Winners of an open race or open, Griffla race 5 lb. extra. Non-winning Subscription Griffla allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra (or such win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning 2 lb. 10 to be deducted at next time he starts. Penalties accumulative to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of the Club funds. At the conclusion of the season a cup will be presented by Commodore R. H. M. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

1—Mr. Dryadust's or Coxcomb, 159  
2—Mr. Godfrey Master's g.d. Astral, 146  
3—Mr. Godfrey Master's b.d. Blue Nile, 159  
4—3.20 p.m.—ONE ROUND FLAT RACE.—For China Ponies which have run and not won at Gymkhana meetings this season. Weight for inches as per scale. Subscription Griffla 1906-07 allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st Prize 4 C p. 2nd Prize \$25. (Entrance fees to go to winner.)

1—Mr. Brutton's g. Kingston, 155  
2—Mr. Brutton's b. bk. Sephora, 152  
3—Mr. H. B. D. Dwyer's g. N. N. N. N. 145  
4—Mr. E. A. Hankey's b. Off Chance, 143  
5—Mr. E. Kadorie's w. Manchurian Chief, 152  
6—Mr. Madico's ch. Nigal, 142  
7—Mr. A. Morley's g. cont'd-w. w. 149  
8—Mr. Robert's b. bk. Velocity, 152  
9—Mr. M. W. Slade's b. Zepher, 155

3—4.40 p.m.—LADIES' NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a paper "water" jump to their Nomination-trix who will in the meantime have been given hats to trim. Gentlemen will dismount shortly before reaching their nomination-trix. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a sorous. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or siding his pony over or through any obstacle will be disqualified. Entrance fee \$3. First and second prizes presented by the Club. No whips or spurs allowed. Ladies are requested to provide their own goggles, and cotton. Post Entries.

4—4.10 p.m.—FIVE FURLONGS FLAT RACE.—HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st Prize 4 C p. 2nd Prize \$25. (Entrance fees to go to winner.)  
1—Mr. Brutton's g. Kingston, 152  
2—Mr. C. Paul Chater's b. Rust, 154  
3—Mr. W. G. Clark's b. Lucifer, 146  
4—Mr. Dryadust's or Coxcomb, 168  
5—Do. b. Grey Tick, 152  
6—Mr. E. A. Hankey's ch. Off Chance, 149  
7—Mr. Kadorie's w. Manchurian Chief, 152  
8—Mr. Godfrey Master's g.d. Astral, 163  
9—Mr. G. E. Morell's ch. Homieide (late Putard), 140

10—Mr. Robert's b. bk. Velocity, 149  
11—Mr. Rolan's b. Minnie, 144  
5—4.30 p.m.—TENT PEGGING CHALLENGE CUR.—Presented by His Excellency Major-General Broadwood, C.B. For China Ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhana seasons to count marks scored by them at this meeting towards aggregate only. Mementoes presented at this meeting to be taken by riders scoring highest number of marks in the winners at the first two Gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd Post Entries.

6—5.00 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st Prize 4 C p. 2nd Prize \$25. (Entrance fees to go to winner.)  
1—Mr. Brutton's b. bk. Sephora, 148  
2—Mr. C. Paul Chater's b. Rust, 145  
3—Mr. Dryadust's or Coxcomb, 167  
4—Do. b. Grey Tick, 149  
5—Mr. Godfrey Master's g.d. Astral, 151  
6—Do. b. bk. Blue Nile, 152  
7—Mr. Madico's ch. Nigal, 150

7—5.20 p.m.—ULTRA-PURTA FLAT RACE.—About 350 yards. For China Ponies. Ponies will be drawn for and will be ridden by riders drawing the corresponding numbers to those of the ponies on the programme. Drawing will take place on the course in front of the Judges' Box immediately before the race. The owner of the first pony home to give the rider \$5. Rider of the first pony to give the owner \$5. Entrance fee \$5. Prize presented by J. Paterson Esq. (Entrance fees to go to winner). A memento will be presented to the rider of the last pony. The "Entrance Prize" will go to the Rider, the Entrance fees to the Owner of the first pony. No competitor may ride his own pony—if by chance he draws his own pony he must exchange with some other competitor.

1—Mr. W. J. Daniel's Mare  
2—Mr. W. S. Dupree's Pasha  
3—Mr. G. Marshall's The Puddler  
4—Mr. G. C. G. Master's Drayon  
5—Mr. A. Morley's Southdown  
6—Mr. Reinbek's Bess and King  
7—Mr. M. W. Slade's Zepher.



